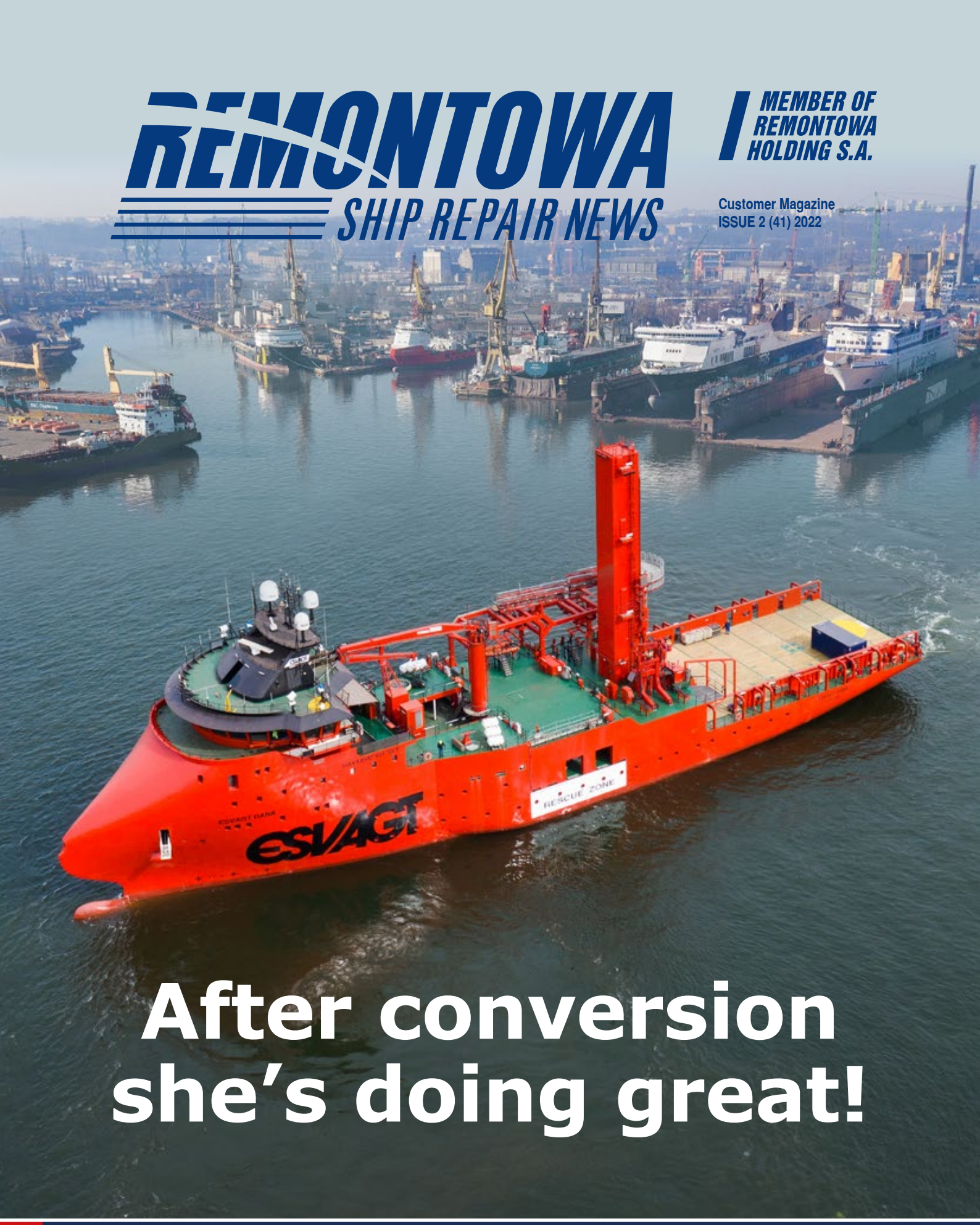
REMONTOWA
SHIP REPAIR NEWS

MEMBER OF REMONTOWA HOLDING S.A.

Customer Magazine
ISSUE 2 (41) 2022



After conversion she's doing great!

in magazine

REMONTOWA SHIPREPAIR YARD

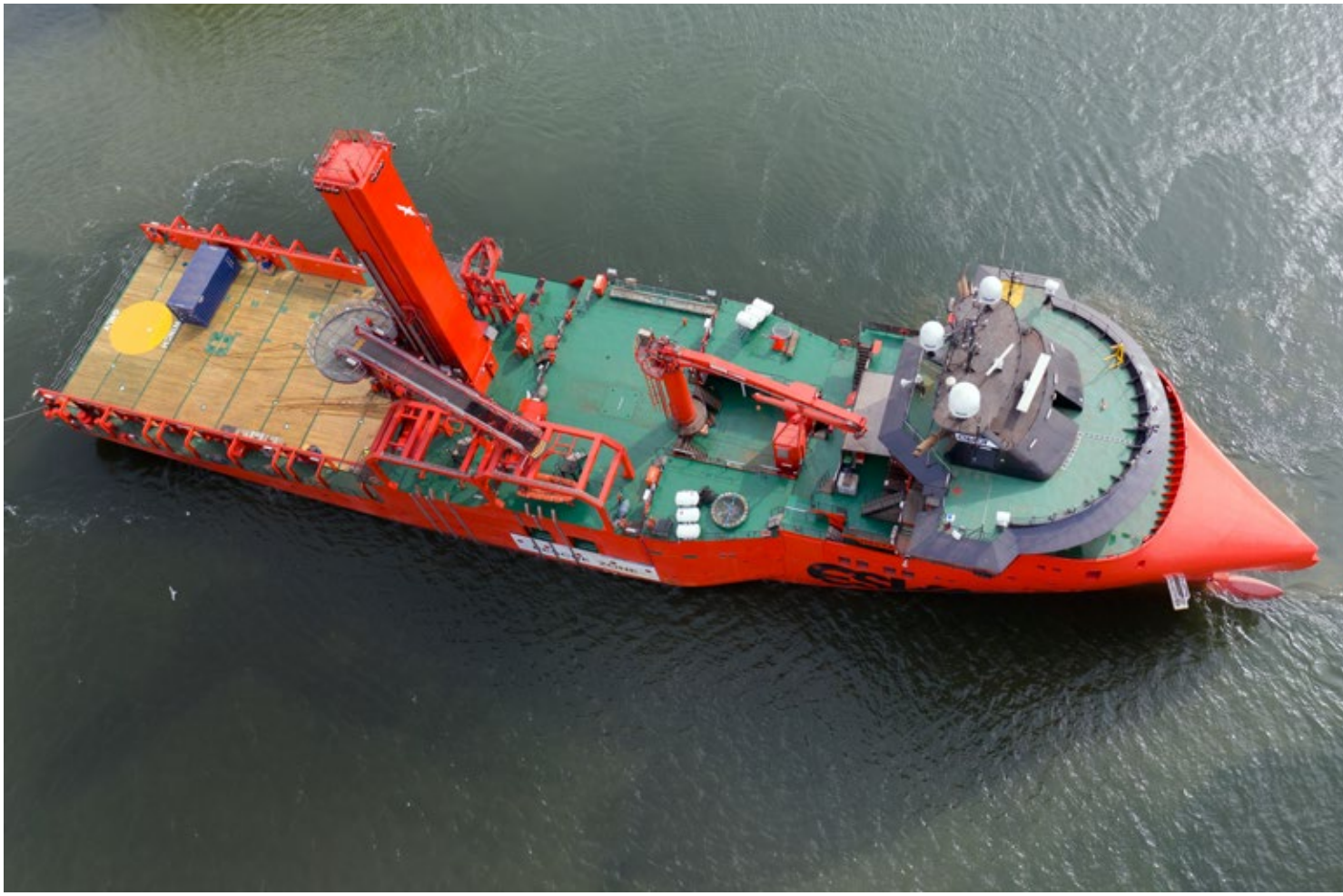
70 1952-2022

www.remontowa.com.pl

30th SMM

6-9 September 2022

VISIT OUR STAND B4.EG.217



The converted *Esvagt Dana* leaving Gdańsk with new equipment installed by Remontowa Shiprepair Yard
Photo: Maciej Bielesz

Metamorphosis of the *Esvagt Dana*

It's virtually a newly built ship!

Remontowa Shiprepair Yard has converted the *Esvagt Dana* Service Operation Vessel (SOV) for the offshore wind sector.

As the shipowner, Esvagt A/S emphasizes: „It is virtually a newly built *Esvagt Dana*, which in April begins a long-term contract with TotalEnergies in the Danish part of the North Sea. The *Esvagt Dana* assists with the transfers and supply at TotalEnergies' platforms and other North Sea operations; for this purpose, the ship has been in the dock for six months for a major rebuild".

- The tasks that *Esvagt Dana* is to assist TotalEnergies with, in the North Sea are different from the work tasks the vessel has had so far. It requires something else from the vessel - says Kristian Ole Jakobsen, Deputy CEO at ESVAGT A/S, quoted in the shipowner's release.

In 2022 Remontowa Shiprepair Yard converted the vessel and got her ready to meet new requirements.

The most important shipyard task was the prefabrication and installation of sponsons on both sides to increase the

ship's buoyancy and improve her stability. In addition, almost all the ship's systems have been modified. The shipyard also installed an SMST's Access & Cargo Tower on the *Esvagt Dana* and fitted her with a new azimuth thruster.

The conversion project also included replacement of the bow thruster electric motors with new, larger ones, rearrangement of the living quarters and office area (including delivery and installation of new furniture), preparation from scratch of the Battery Room and Hydraulic Power Unit Room, built after the existing fuel tanks (including room furnishing and equipment installation).

According to the shipowner's statement, as a result of the conversion: „First and foremost, *Esvagt Dana* has become four metres wider to ensure optimized stability, and that the vessel remains a safe and comfortable workplace in the North Sea, where weather and sea can be challenging".

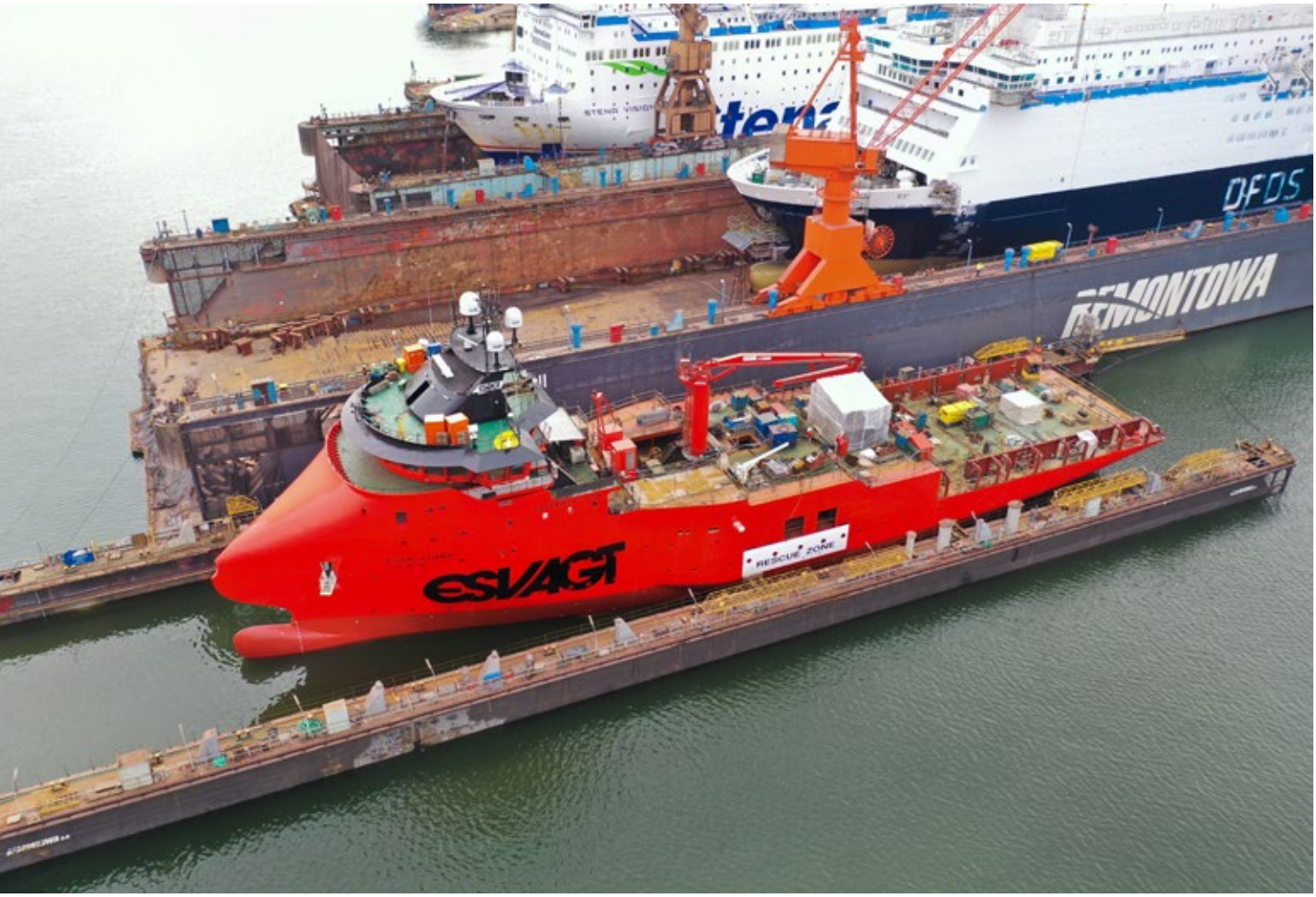
- A new retractable thruster in front and optimization of the existing bow thrusters have contributed to an improved DP performance. In addition, the vessel's power system has been increased with a larger battery system; a complete stepless gangway system has been implemented with a build-in elevator that can work at the height of 26 m, and the aft deck has been expanded to more than 420 quarter metres of deck area - Kristian Ole Jakobsen adds.

- Even after the conversion, *Esvagt Dana* is a beautiful vessel - Captain Viggo Hvidberg confirms.

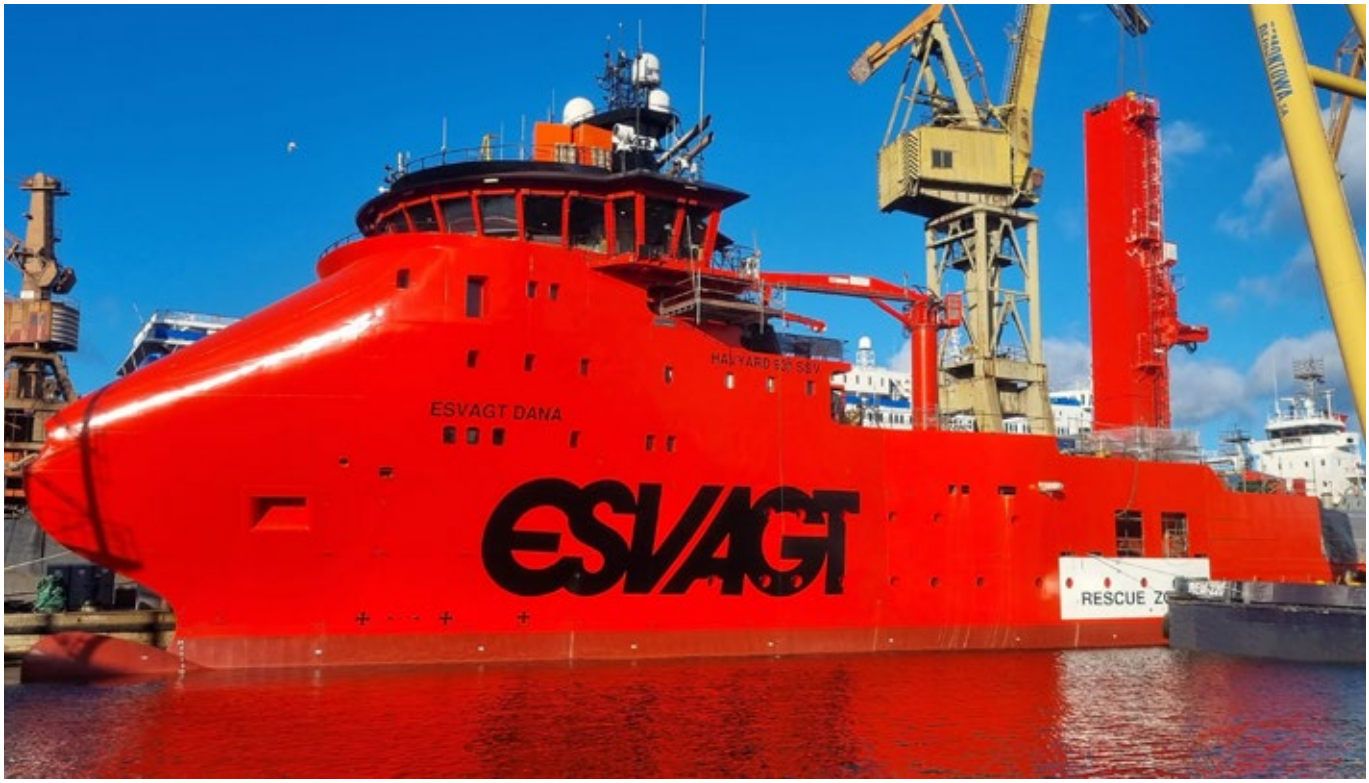
- Our sea trials have shown that the vessel has retained its original virtues and added some new ones. We have a bigger gangway, more power and better stability. Particularly, the stability has been important, as the vessel will be home to 40 technicians and ESVAGT's crew. We tested the vessel at 3.5 metres of sea state, with a crosswind of 15 m/s and a side current of 1.7 knots. *Esvagt Dana* managed it without any problems; we stayed within half a metre of the position – points out the ship's master Viggo Hvidberg.

In addition to the two Esvagt FRB lifeboats, *Esvagt Dana* will also have a daughter craft attached, enabling *Esvagt Dana* to solve a larger group of tasks for TotalEnergies with one ship. Furthermore, the rebuilt *Esvagt Dana* has a rescue capacity for between 110 and 140 survivors.

•



Esvagt Dana fitted with sponsons, leaving the dock in Remontowa
PhotoL Sławomir Lewandowski



Installation of the SMST's Access & Cargo Tower on the ship's deck
Photo: Maciej Bielesz

Once the tower had been installed, the next step was to mount a gangway
Photo: Maciej Bielesz

Norwegian Coastal Express ships meet new environmental standards

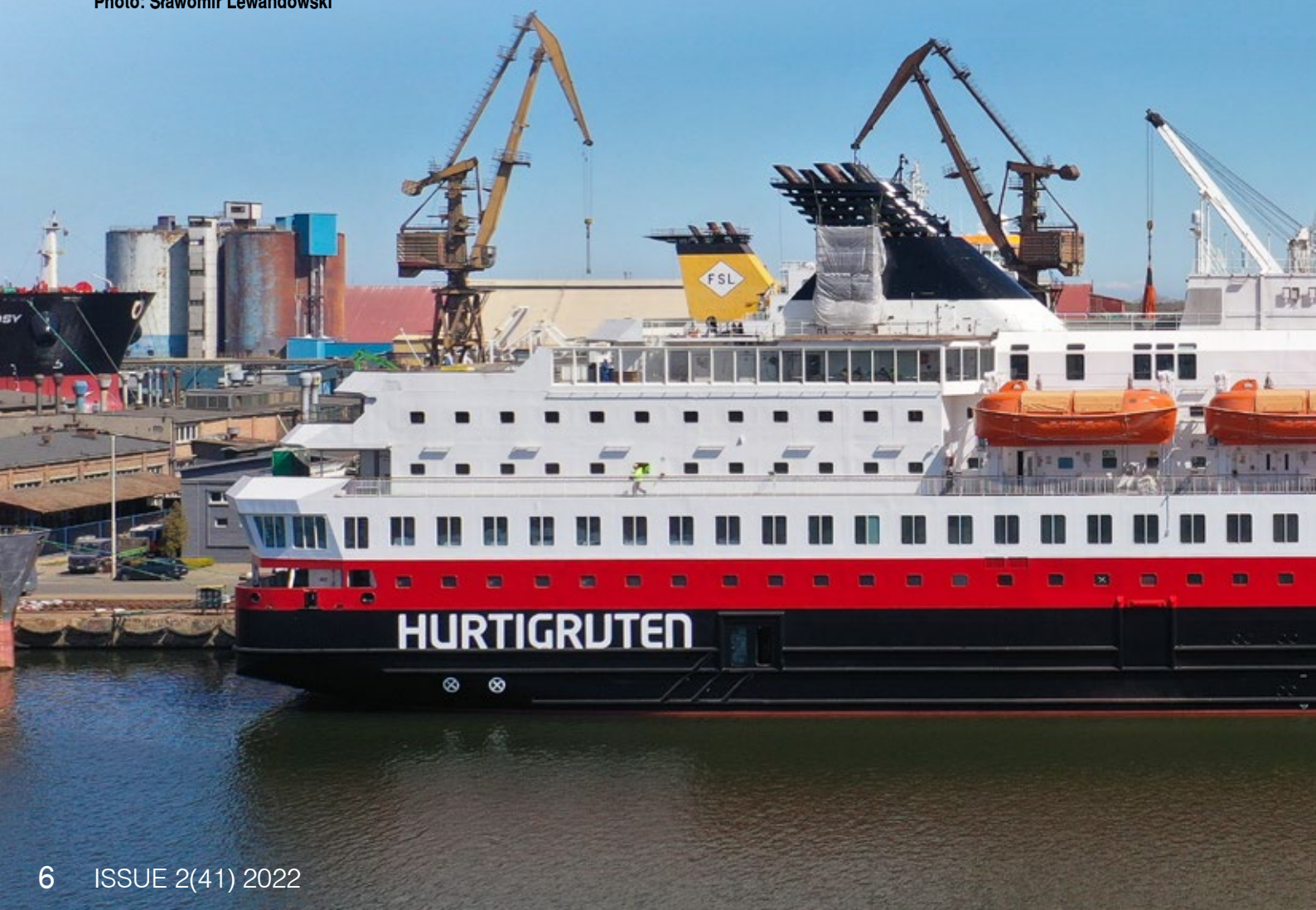
The new look of *Nordnorge*

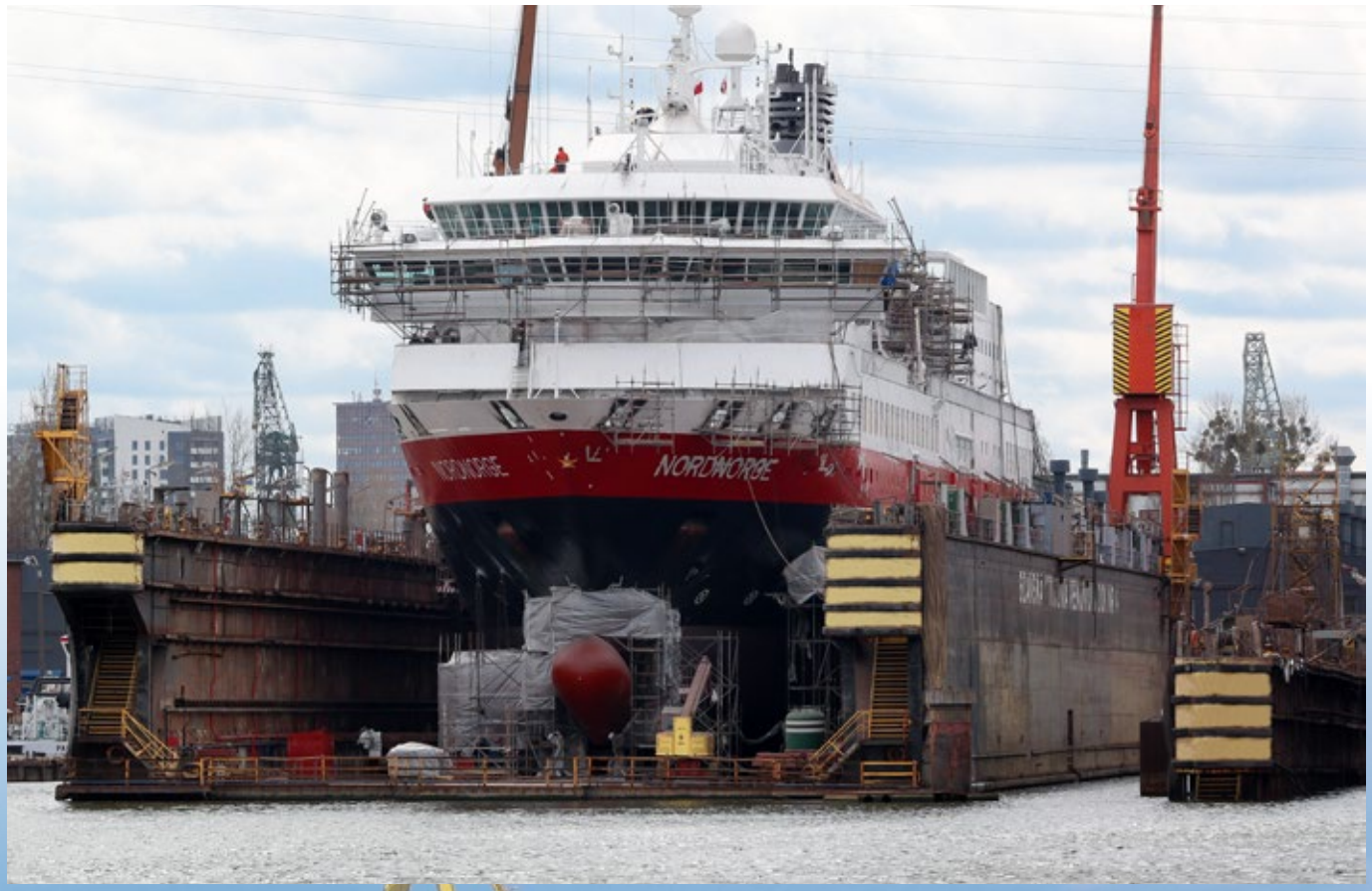
In May 2022, Remontowa Shiprepair Yard completed the conversion of the passenger-car ferry *Nordnorge*, owned by the Hurtigruten Group.

The Norwegian shipowner Hurtigruten modernizes its fleet with an environmental protection programme. As a result, the carbon dioxide emissions from its Norwegian Coastal Express ships will be reduced by 25 per cent and nitrogen oxide by 80 per cent. The conversion in Remontowa Shiprepair Yard is part of this pro-ecological programme.

- This is the largest environmental upgrade in Hurtigruten's history and one of its kind in Europe - said Hedda Felin, Hurtigruten Norway CEO. - This will make a real impact in reducing emissions in Norwegian waters. Furthermore, the fact that such an investment also leads to ripple effects in the local communities along the coast is something we are very proud of – she emphasized.

The ferry at the final stage of the project, moored at the quay
Photo: Sławomir Lewandowski





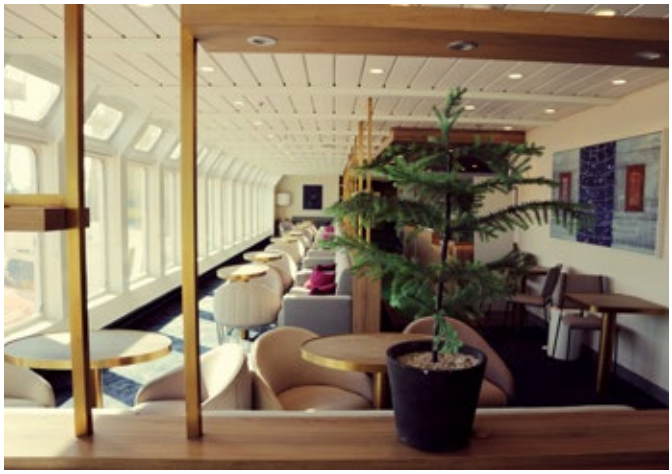
The *Nordnorge* lifted in the dock no 4 with a new bulbous bow integrated into the hull
Photo: Sławomir Lewandowski

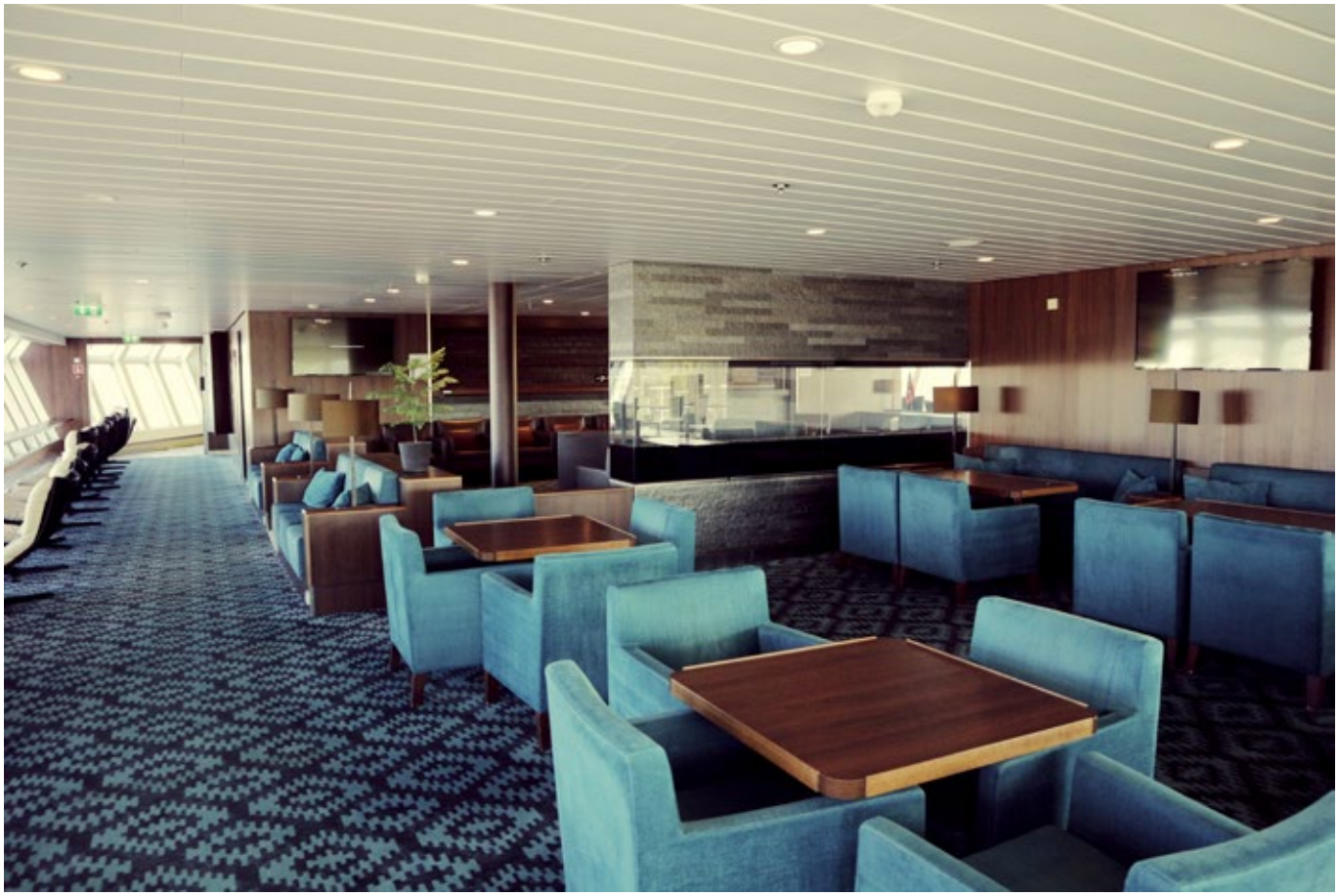
According to the shipowner's explanation, three of the seven ships will be converted to hybrid power to meet these new emission levels. In contrast, three others will have SCR emissions control systems installed on board (one ship from those seven was already upgraded with brand new engines and SCR in 2019).

In the case of *Nordnorge*, Remontowa has implemented three solutions on board to achieve this goal. The first has been a Selective Catalytic Reduction (SCR) system installed at Remontowa to reduce the nitrogen oxides in the exhaust gases. The second step was installing a new waste treatment plant with settling tanks, while the third step was mounting a new bulbous bow section into the ship to reduce fuel consumption.

Implementing these solutions allows *Nordnorge* to continue operating in polar regions. In addition, the shipowner has also announced the large-scale use of certified biofuels to reduce CO2 emissions further.

As a result of the conversion of the ferry *Nordnorge*, the comfort and functionality of nearly 100 cabins on three decks have also been increased, with furniture, wallpaper, lighting, flooring, and carpeting replaced, among other things.



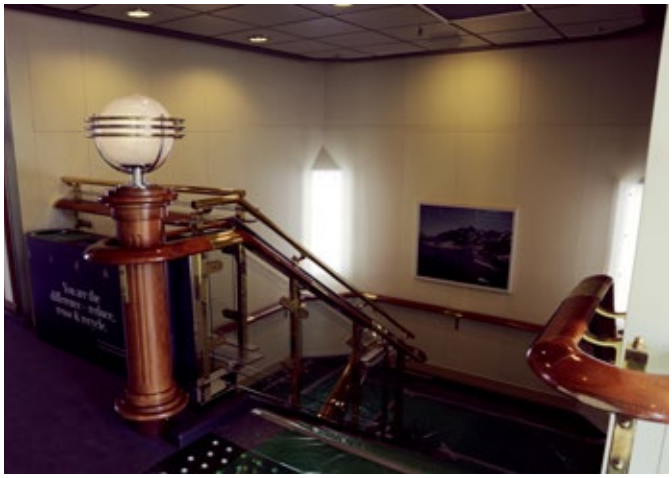


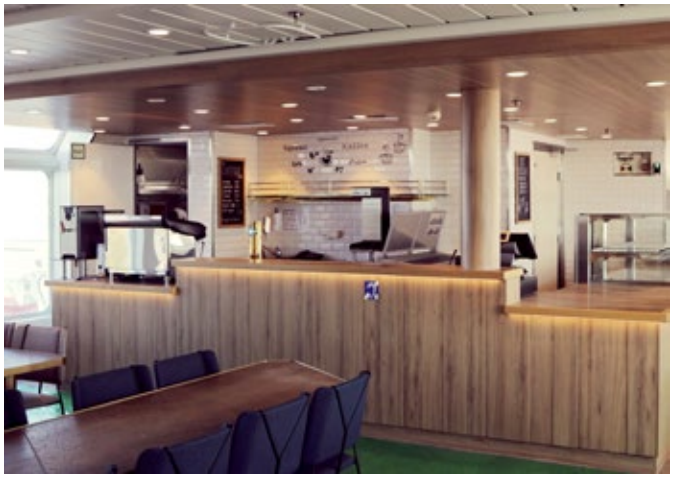
As a result of the conversion, the comfort and functionality of nearly 100 cabins and passenger spaces have been increased, with furniture, wallpaper, lighting, flooring, and carpeting replaced or renewed
Photo: Sławomir Lewandowski

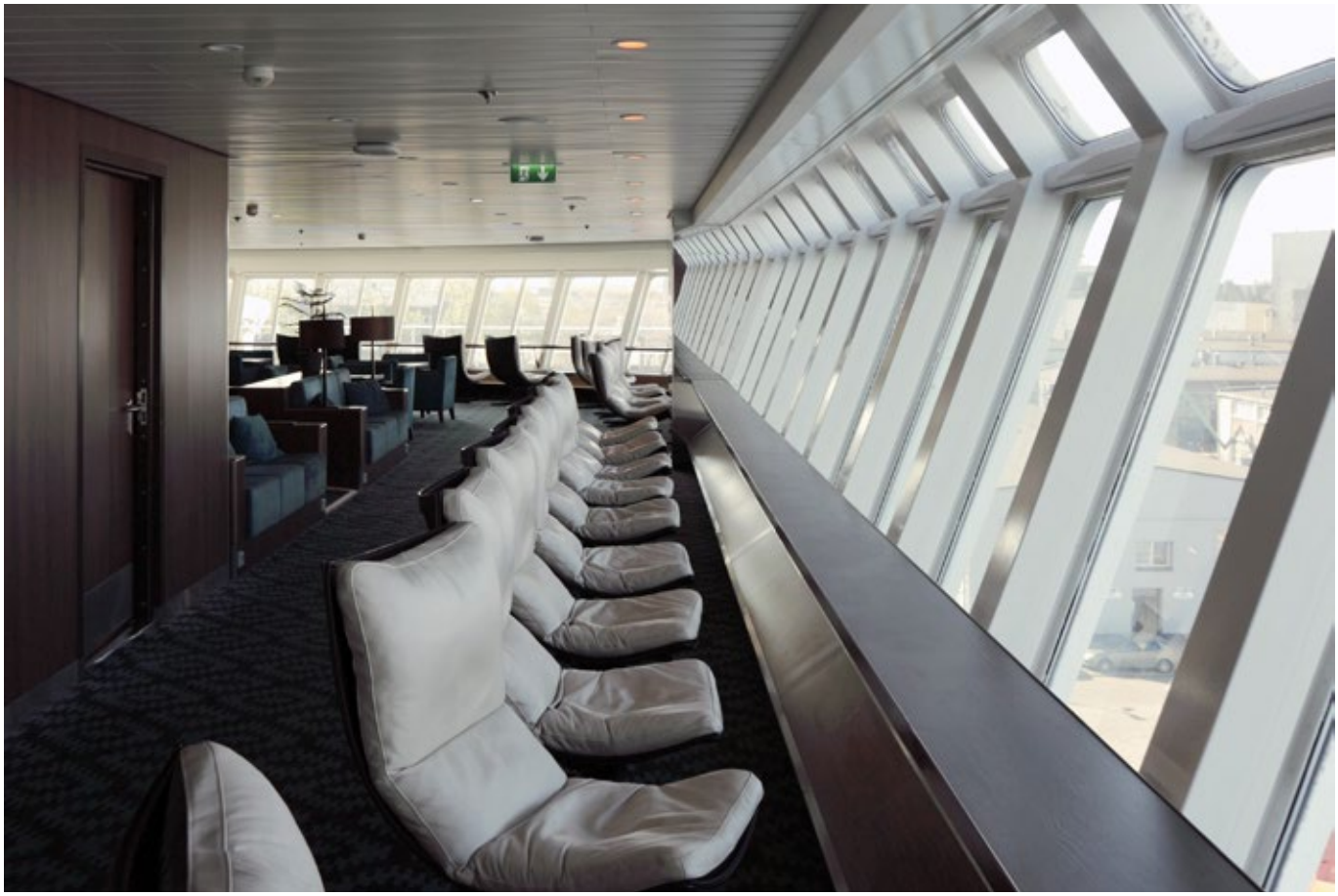
Remontowa also carried out the ferry's class renewal and took care of the propulsion system by, among other things, overhauling the three bow thrusters and replacing the seals on both shafts.

- Our goal is zero emissions, but the technology is not mature enough yet. So we must do what we can to cut emissions with the best technology available today and extend the service life of the iconic ships we have in our fleet – Hurtigruten's CEO Hedda Felin pointed out.

•







The *Hurst Point* during intensive work on deck
Photo: Sławomir Lewandowski

Class renewals of British Ro-Ro carriers

The ships for special missions

In addition to typical car carriers and Ro-Ro vessels, ships call Remontowa Shiprepair Yard for repairs and upgrades, performing special transportation tasks. These include Ro-Ro vessels employed by the British armed forces to carry military equipment, including heavy vehicles.

The examples include *Hartland Point* and *Eddystone*, which we overhauled in 2017. In the second quarter of 2022, the UK shipowner entrusted our yard with overhauling other vessels of this type - the first was *Anvil Point*, and the next was *Hurst Point*.

Typically, these ships carry containers with military equipment on the open deck, while the inner decks serve for military vehicles, including tanks.

The vessel's key element required to effectively fulfil its transport duties, focus-

ing on carrying military vehicles, is a piece of Ro-Ro equipment. Therefore, keeping these systems in smooth operation was a major task for Remontowa.

The scope of work on the *Anvil Point* and the *Hurst Point*, which underwent special surveys here, was similar.

The maintenance involved the stern and side ramps, weighing 100 tonnes each. The work included hinge machining, bushing replacement and partial fabrication of new pins.

Remontowa renewed the bimagrip type high friction, non-slip and anti-skid waterproof surface in the drive-in section of the ramp and replaced the seals, rollers, and hydraulic hoses. In addition, the cylinders on all ramps, including the inner one that provides communication between decks, and on the cranes were partially overhauled.

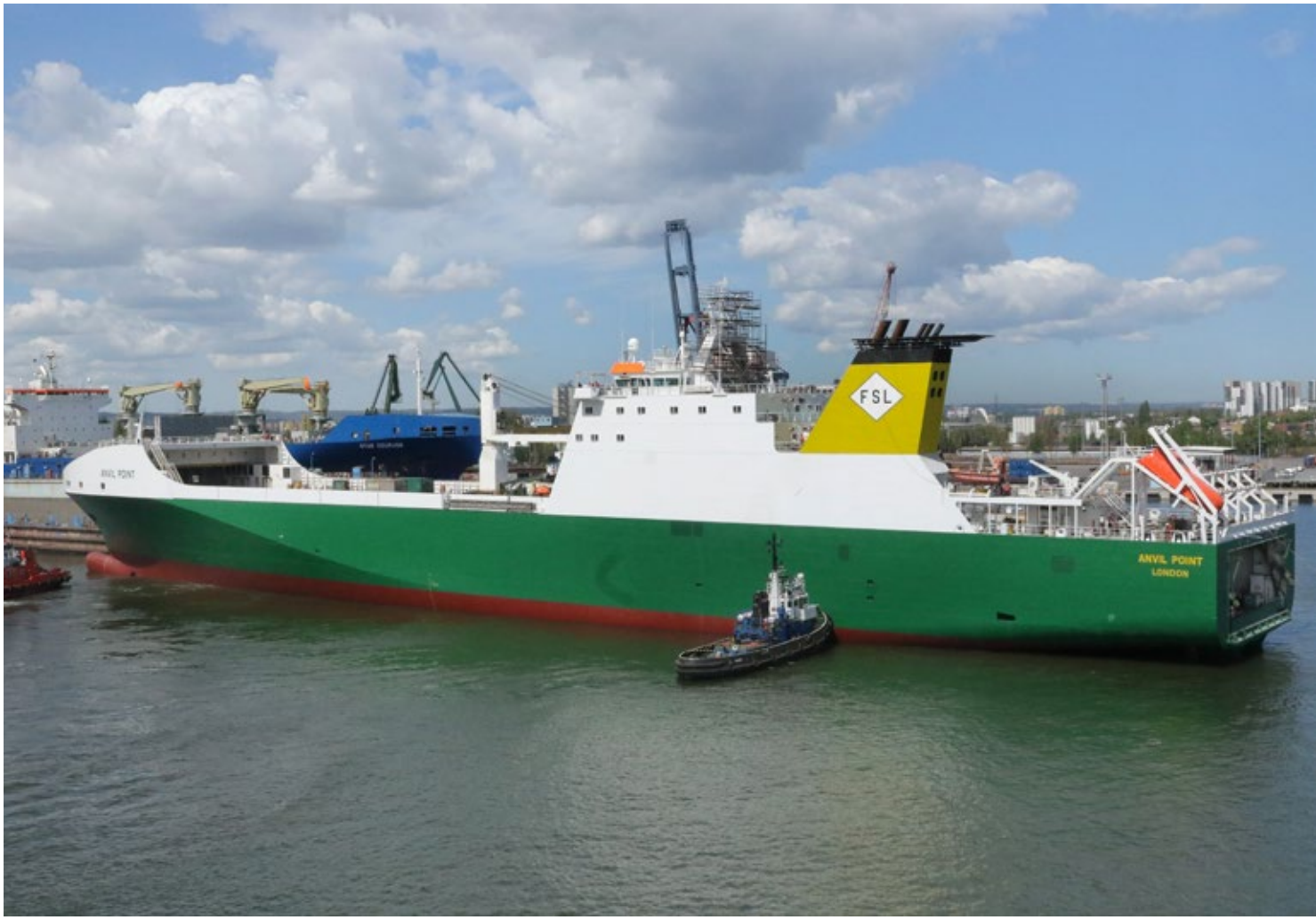
On the *Anvil Point*, her shaft lines and bow thruster were inspected. The stem received new bearings. Remontowa replaced the ballast and wastewater lines and renewed the hull plating, adding new steel inserts.

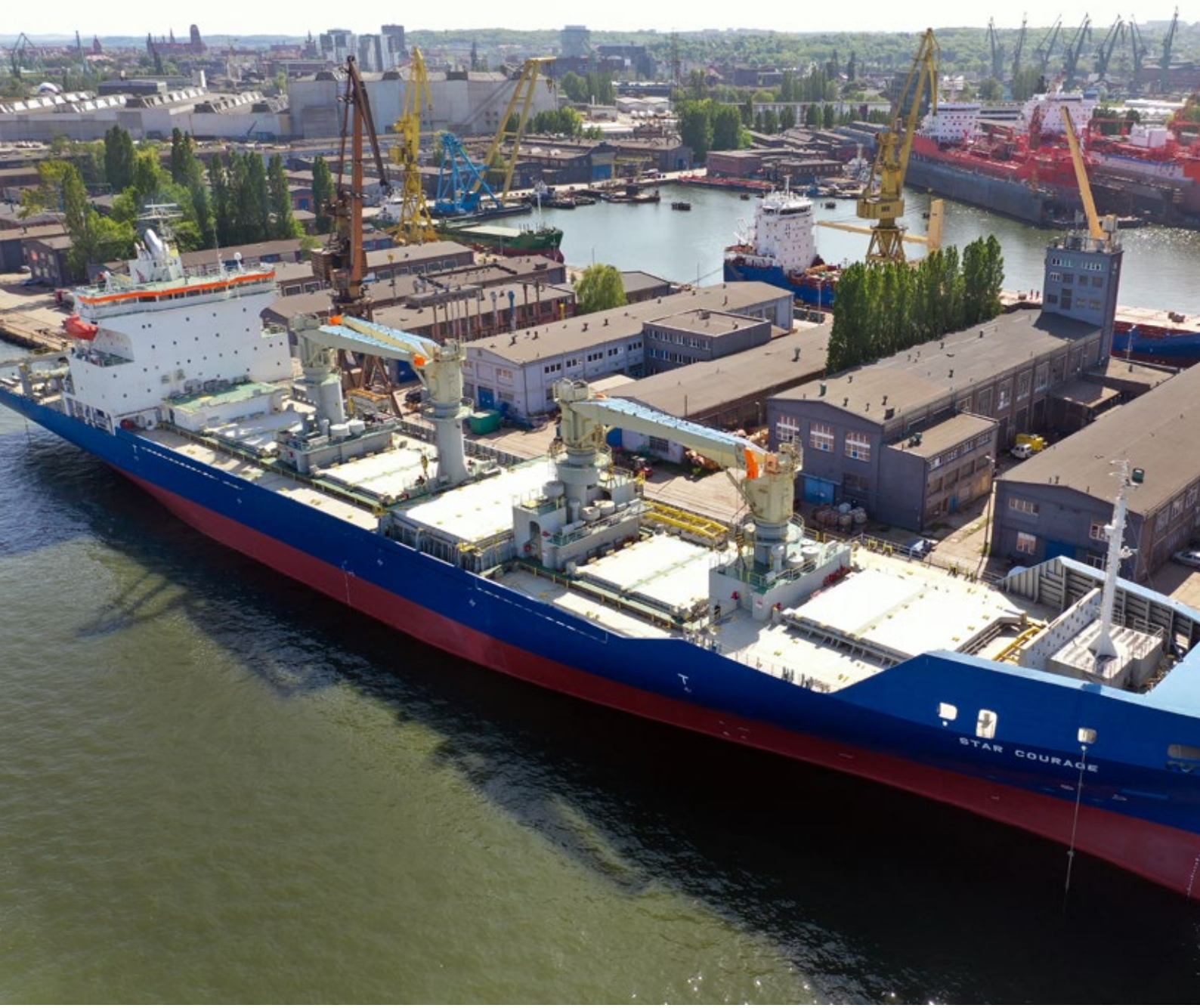
Piping works covered two tanks. Next, the fans' electric motors were overhauled, and minor repairs affected ladders and platforms. Finally, the ship's hull underwent maintenance.

In the case of the *Hurst Point*, the dockside work consisted of surveying the shaft, with no dismantling as in the case of the *Anvil Point*. On *Hurst Point*, however, the larger scope involved pipework on the ballast and wastewater tanks.

•

The *Anvil Point* while leaving the floating dock in Remontowa. The vessel was missing the stern ramp, which had been dismantled and was undergoing repairs ashore at that time.
Photo: Sławomir Lewandowski





In addition to the *Star Courage* class renewal, Remontowa took care of the ship's cargo holds
Photo: Sławomir Lewandowski

Developing cooperation with Nissen Kaiun CO. Ltd

Class renewal of Japanese reefers

The Nissen Kaiun CO. Ltd fleet comprises more than 100 ships, some of which have already been overhauled at Remontowa Shiprepair Yard.

The *Star Courage* is one of the youngest refrigerated vessels in the Japanese shipowner's fleet, built in 2017. She arrived at our shipyard for the first 5-year special survey.

In addition to the standard class renewal work, our shipbuilders refurbished the ship's holds. An important task was repositioning the container sockets, as the ship had to be fitted with the holds to carry larger containers - 40 TEU. The *Star Courage* can carry 598 containers at a time.

It is worth recalling that Nissen Kaiun CO. Ltd, is one of the Japanese shipowners with whom Remontowa has been developing fruitful cooperation for many years.

In 2019 and 2020, this shipowner's refrigerated vessels *Star Spirit*, *Star Stratos*, *Star Trust* and *Star Best* called at our shipyard for, among other things, retrofitting them with Ballast Water Treatment Systems.

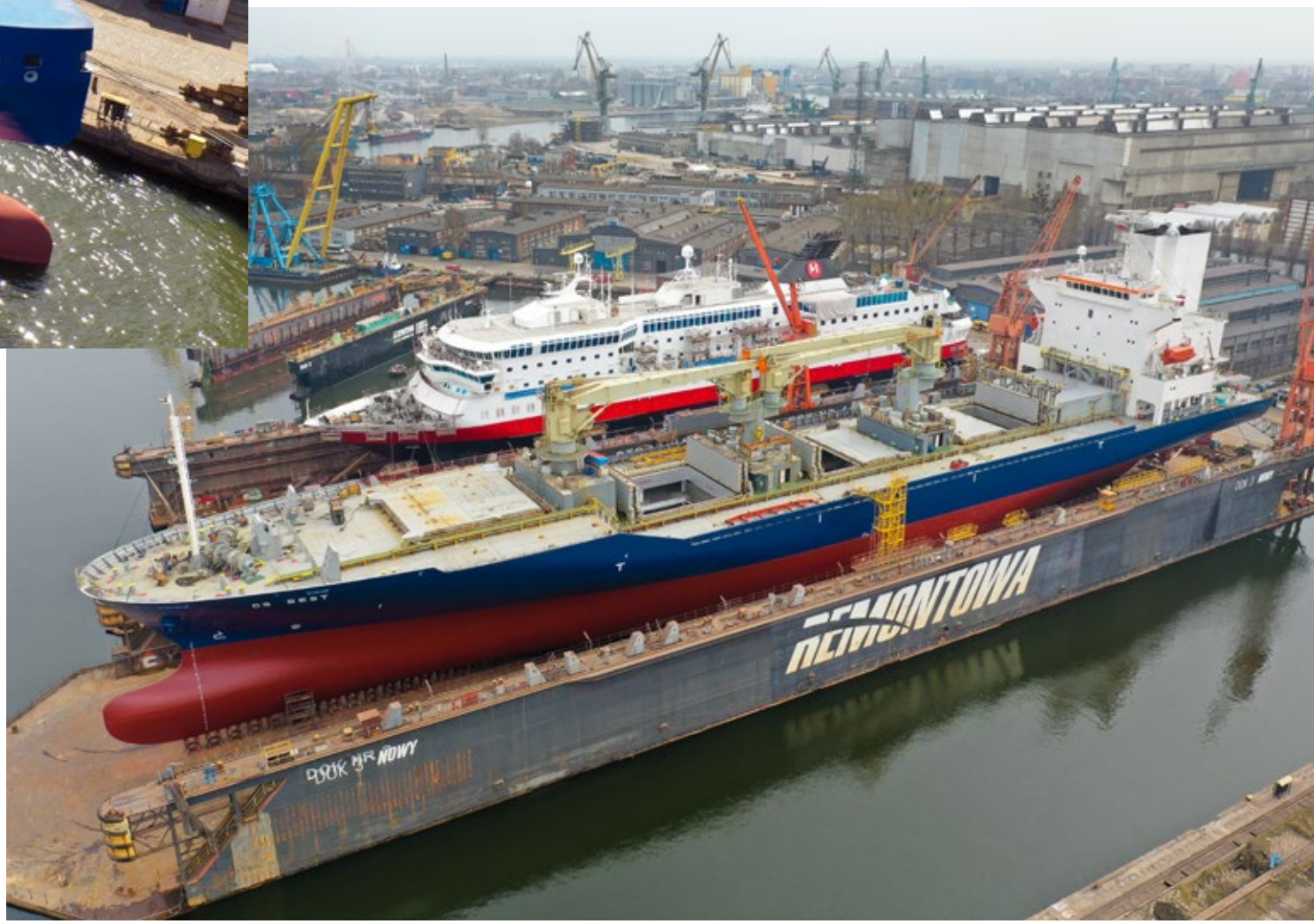
In the second quarter of this year, once Remontowa had overhauled *Star Best* again, the ship sailed out of Gdańsk under the new name *CS Best*. This year's visit of that Japanese refrigerated vessel to our shipyard primarily referred to the class renewal; however, the scope of the repairs was broader.

The works concerned the bottom section in the fuel tanks area, the forepeak, one of the cargo holds and the engine room. In addition, overhauls of turbochargers, air coolers and speed governors were done, among other things.

Once dry-docked, the vessel underwent maintenance and painting, verification and replacement of anodes on the hull, and valve inspection. Additionally, the anchor chains and anchors were replaced with new ones.

•

The *Star Best* in the floating dock with her new name – *CS Best* – under which the vessel left Remontowa
Photo: Sławomir Lewandowski



We hosted another Polish Panamax bulk carrier

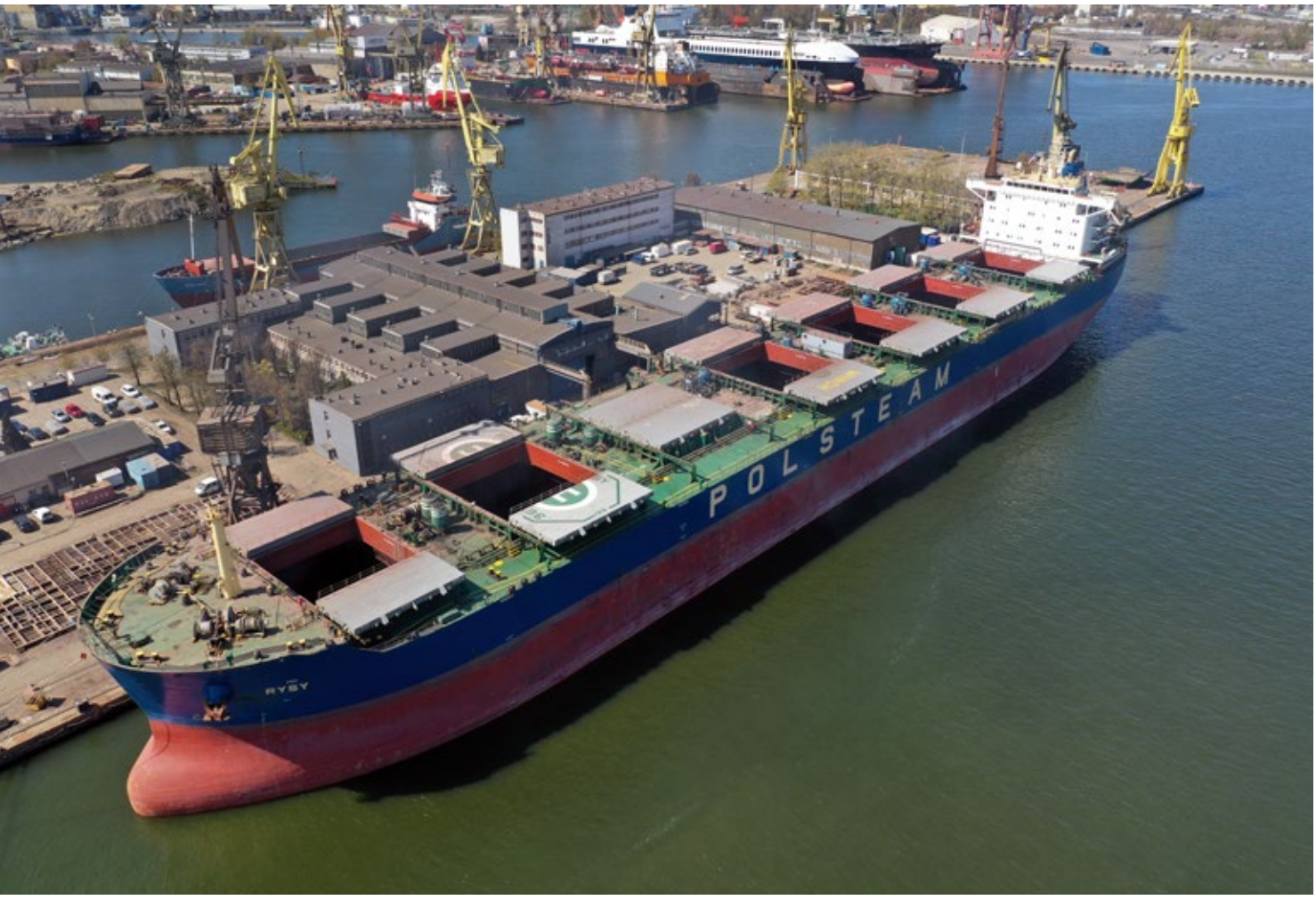
Cargo holds in focus

***Rysy* is the last in a series of four sister large bulk carriers with a deadweight capacity of 80,000 tonnes, built in 2011 at the New Times Shipbuilding shipyard in China and commissioned by Polish Steamship Company (Polsteam) in Szczecin.**

In 2010, the first ships of this series, bearing the names of Polish mountain peaks - *Giewont*, *Jawor* and *Ornak* - were delivered. The last two were refurbished at our shipyard - in 2020 and 2021, respectively. Due to their dimensions, all four bulk carriers are classified as Panamax and Kamsarmax types. At the same time, they are the largest ships operated by Polish shipowners.

On the bulk carrier *Rysy*, Remontowa repaired and preserved six large cargo holds of approximately 25,000 square metres. The shipyard's workers also took care of the hatch cover engines, closing the holds. We also replaced about 800 metres of hydraulic pipes. Also noteworthy is the replacement of the linings on the mooring winch brakes and the maintenance of the distilled water tank, not to count many minor works.

•



Rysy has been the third Polsteam-owned bulk carrier refurbished by Remontowa over the recent years
Photo: Sławomir Lewandowski

The *Geoquip Seehorn* in 2022 was prepared by Remontowa for a new offshore project
Photo: Sławomir Lewandowski

Our new Client - Geoquip Marine Operations AG from Switzerland

Geoquip Seehorn ready for new tasks

During the repairs at Remontowa Shiprepair Yard, we equipped the ship *Geoquip Seehorn* with, among other things, a Ballast Water Treatment System.

However, an important task was the mobilization scope for the deck section responsible for drilling. The shipowner entrusted our yard with preparing the vessel for a new offshore project.

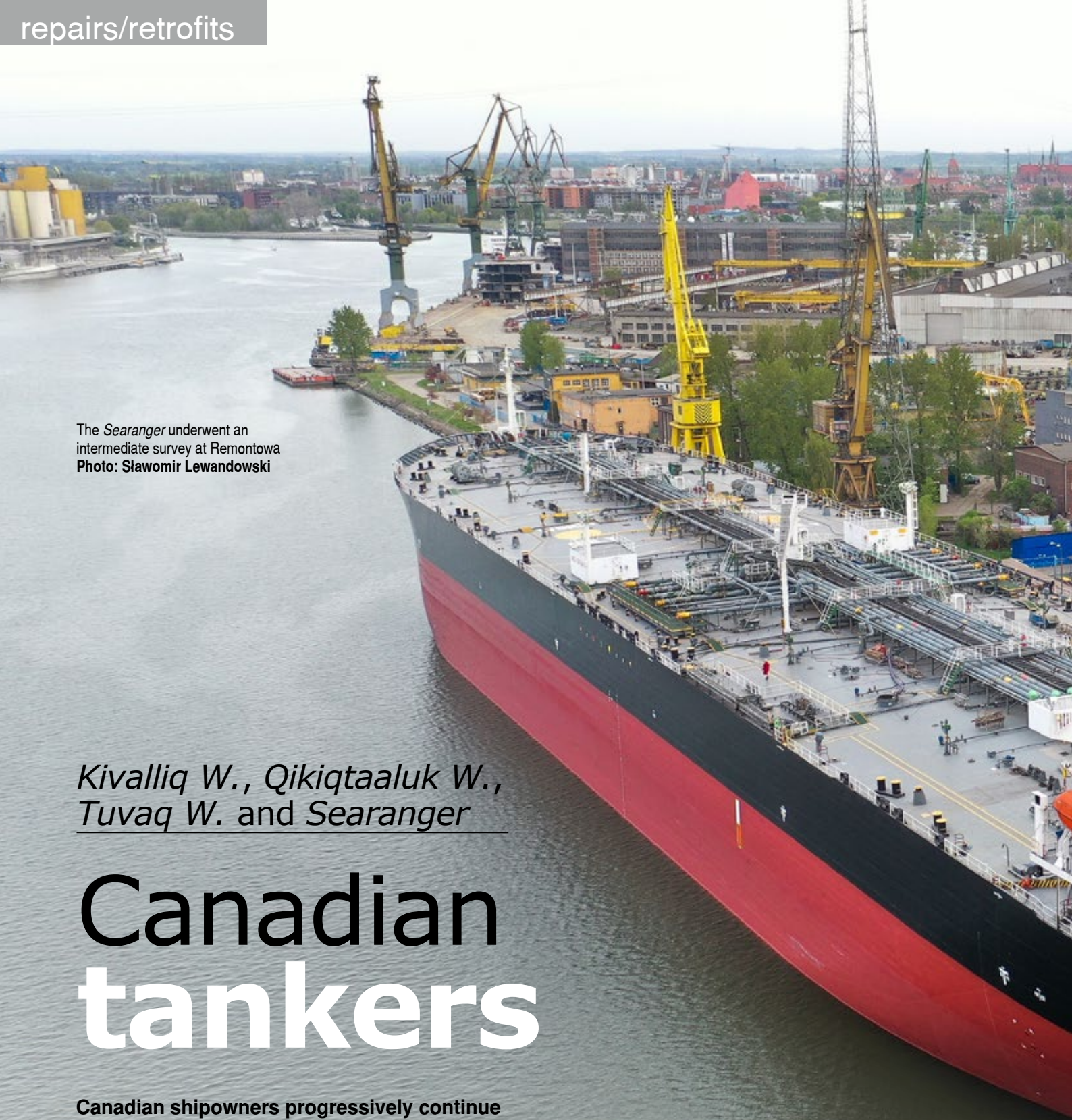
On the ship's drilling rig, Remontowa replaced its topside for the new cable roller system. At the stern, we erected new deck sections to install new equipment. As part of this work, we repositioned three winches.

As the shipowner emphasizes, the *Geoquip Seehorn* is a DP2 integrated geotechnical survey vessel (IGSV). In 2015 our shipyard converted her into a geotechnical drilling vessel, suited to safely completing large-scale research projects with a combination of seabed CPT (Cone Penetration Testing - for determining offshore seabed soil conditions) and borehole locations. A dedicated launching mechanism offers a quick, smooth and safe switch between drilling mode and seabed CPT mode through the large moonpool.

At that time, the *Geoquip Seehorn* underwent modifications and a major overhaul at Remontowa. We then fitted her with a 48-tonne moonpool, modernized the superstructure and overhauled four main engines, the shaft line and the bow thruster, among other things.

It is worth recalling that at the time, the vessel entered as the ocean-going tug *Normand Draupne* under the flag of Norway and departed as the special purpose drilling vessel *Omalius* under the flag of Belgium. Since 2021, the ship has belonged to Swiss shipowner Geoquip Marine and flies the flag of Cyprus.

•



The *Searanger* underwent an intermediate survey at Remontowa
Photo: Sławomir Lewandowski

Kivalliq W., *Qikiqtaaluk W.*, *Tuvaq W.* and *Searanger*

Canadian tankers

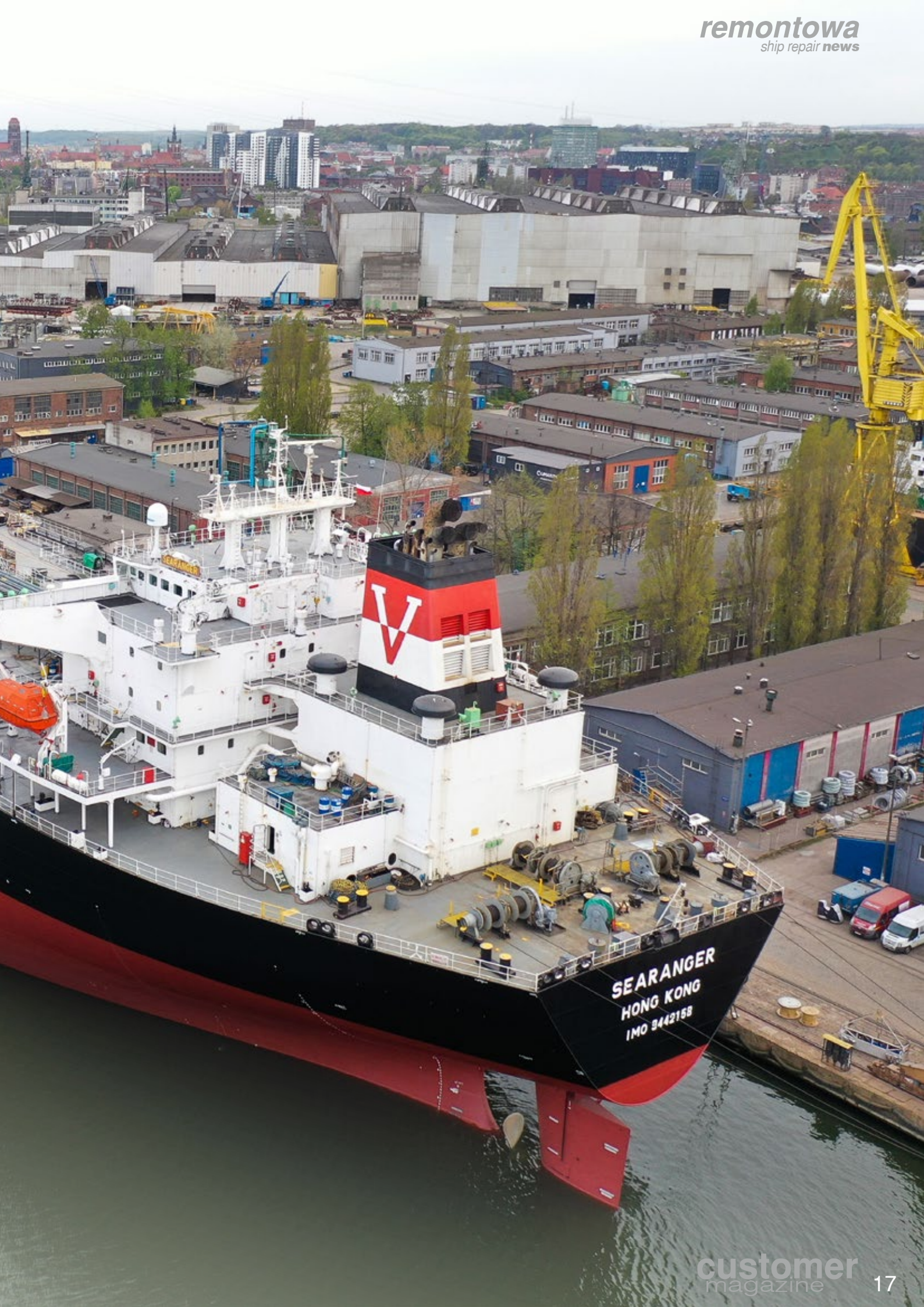
Canadian shipowners progressively continue cooperation with Remontowa Shiprepair Yard.

Coastal Shipping Ltd entrusted us with its tankers for repairs and class renewal. The first of these - *Tuvaq W.* - called Remontowa Shiprepair Yard in early April and was docked on our semi-submersible heavy lift barge.

The vessel has undergone hull painting and replacement of the anodes of an Impressed Current Cathodic Protection system. The system consists of one or more reference electrodes and several ICCP anodes connected to a power unit. The reference cells measure the underwater electrical protection potential. Based on this data, the power unit regulates the required output to the anodes.

Our teams took care of the propulsion and equipment in the engine room. The work included overhauls of the bow thruster and the steering gear. The ship's propellers and rudder blades had been dismantled and then thoroughly inspected and reassembled. Overhauls were also carried out on two main engines, two shaft generators, three generators, a dozen electric motors, overboard fittings, cargo pumps, and the boiler.

The manholes to the cargo hold and the ballast tanks needed repairs, as did the tanks themselves - cargo and ballast ones. Steel was replaced in the bilge keel. The windows in the wheelhouse were fitted with new casings. The shipyard electri-


SEARANGER
HONG KONG
IMO 9442158

cians cleaned the switchboards - emergency and main - and inspected the automatic power switches in the latter.

Our piping specialists replaced 150 running metres of pipes to heat the cargo with hot steam. A hydrophore pump for technical water was also installed.

In the living area of the ship, the tiles in the bathrooms were replaced, and the floors in the crew cabins, after renovation, got a new look.

At the end of April, the tanker *Kivalliq W.* entered Remontowa Shiprepair Yard. The repair project, partly carried out on the dry-docked ship, included maintenance of eight cargo tanks and the hull, inspection of overboard outlets, replacement of part of the bilge keel, and the measurements of the rudder blade clearance and the shaft misalignment.

An important task was to retrofit the ship with a Ballast Water Treatment System. The installation project was prepared by Remontowa Marine Design & Consulting (RMDC).

In mid-May, *Qikiqtaaluk W.* - the next ship from this shipowner - arrived at the yard. There was a lot of pipeline work on the tanker. Our specialists replaced pipe sections in many systems, including seawater cooling, the vacuum (ejector) pump of the freshwater generator, central service water, the IGG (Inert Gas Generator) seawater pump, and compressed air.

They also constructed an adapter for the outlet pipe of the main engine's seawater cooler.

The other replacements referred to piping sections in the main engine cooling and fire protection systems. In addition, the shipyard made four seawater mesh filters with inserts and conducted ultrasonic testing of the seawater pipeline thickness.

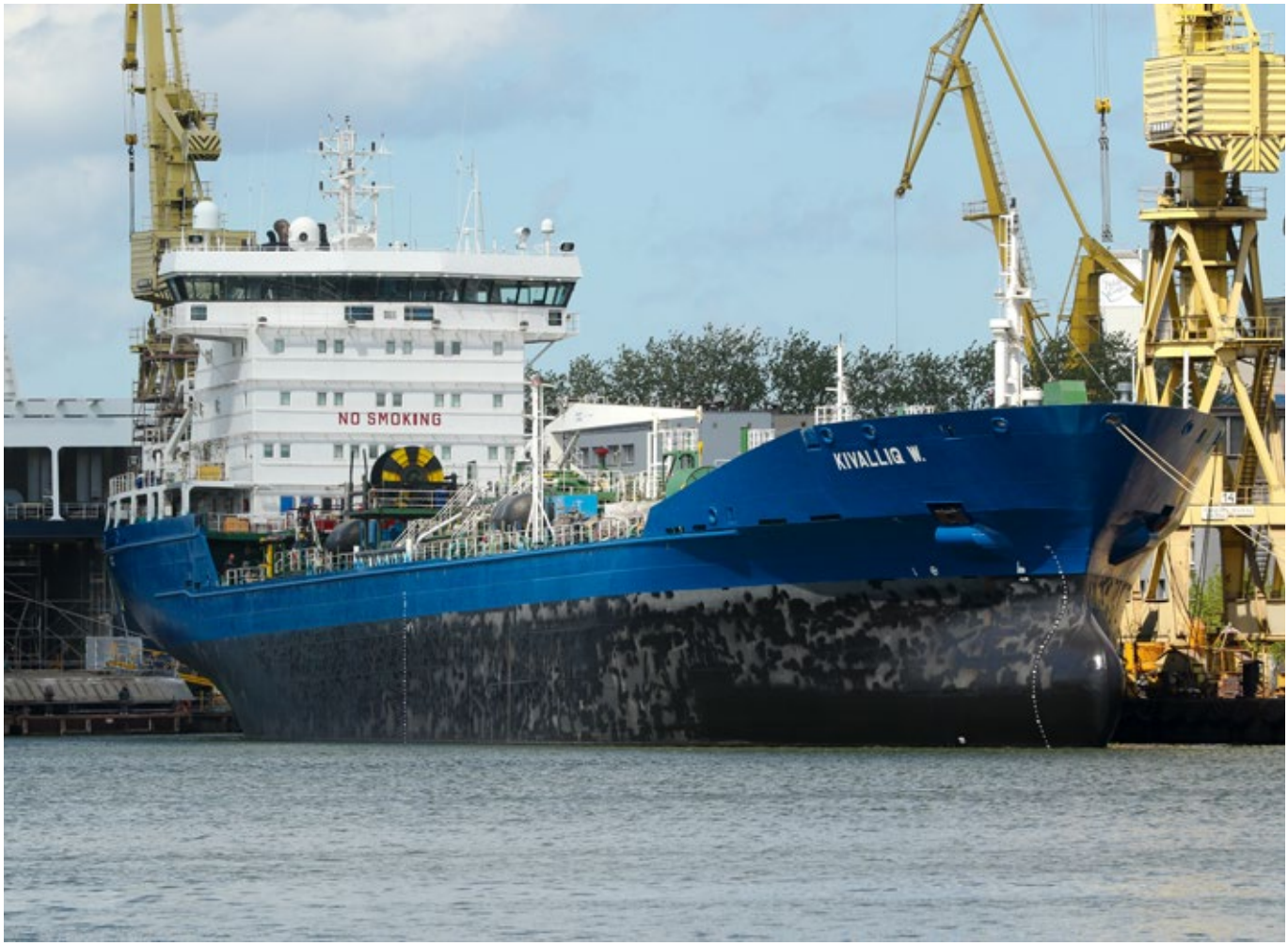
The shipyard workers mounted the previously prefabricated 8-tonne aft anchor foundation on the main deck. In addition, they replaced the blanking cover for the main engine's auxiliary blower and installed an emergency ballast drain line for the cargo tanks. Prefabrication and installation of the steam heating system for the deck showers and freshwater pipeline, refurbishment of the control hatch for the tanks and upgrading of the galley equipment completed the scope of works.

Of the other work, it is worth noting the inspection of the engine room fans and the steering gear overhaul.

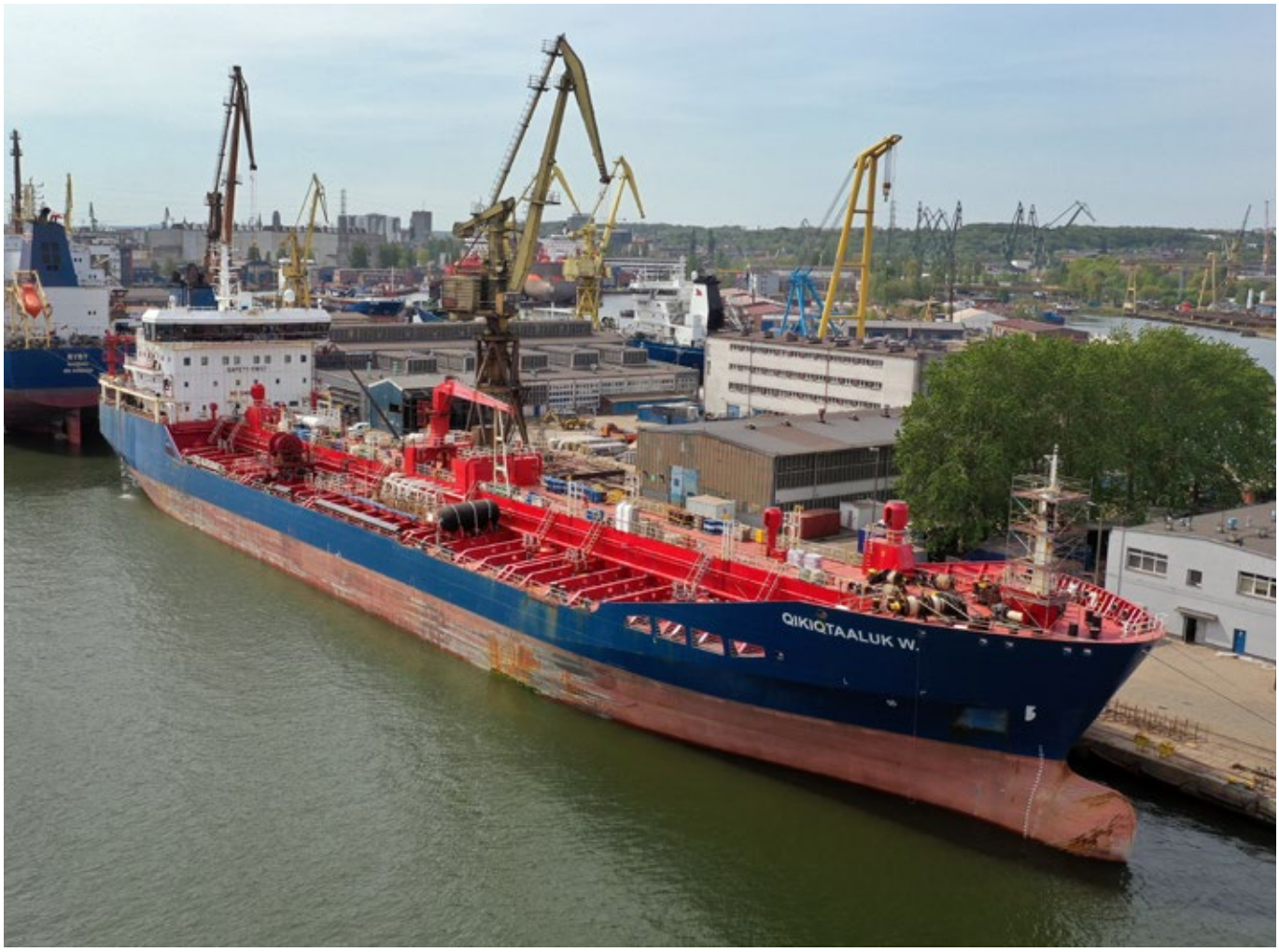
The ship names *Kivalliq W.*, *Qikiqtaaluk W.*, and *Tuvaq W.* recall a region in Nunavut, Canada. The letter ‚W' refers to the Woodward Group, part of which is Coastal Shipping Ltd. During the shipping season, this company's tankers primarily deliver fuel in the far north of Canada.

Earlier in 2022, the *Searanger* arrived here. The tanker has been visiting the Remontowa Shiprepair Yard regularly for several years, as have other tankers from the fleet of shipowner Valles Steamship Canada Inc: *Seaclipper*, *Seameridian* and *Seafrontier*.

The *Searanger* underwent an intermediate survey. In addition to hull maintenance,



The tanker *Kivalliq W.* has been retrofitted with a BWT System at Remontowa
Photo: Sławomir Lewandowski



The *Qikiqtaaluk W.* moored at the Remontowa's quay
Photo: Sławomir Lewandowski

steel was replaced in several places. One of the mooring winches underwent a comprehensive overhaul, requiring the disassembly of components and machining in the shipyard's workshop. In addition, the winch brakes were replaced, and clutch components were fixed.

Work on the main engine involved inspecting the fuel pumps and air cooler.

The cargo, fuel bunkering and tank washing lines underwent pressure tests. In addition, the seawater pipelines in the engine room and pump room were replaced, and the seawater filters, the bottom and side fittings were overhauled.

On deck, our shipbuilders did a lot of repair work and replaced steel on the top of the funnel. They repaired several cracks between the cargo tanks, ballast tanks, and void spaces. In addition, ladders and companionways to the ballast tanks were replaced.

The *Tuvaq W.* was elevated by the Remontowa-owned semisubmersible heavy lift barge
Photo: Sławomir Lewandowski

Another LPG tanker from Exmar serviced at Remontowa

The *Joan* gained a BWT System

Gas carriers of the Belgian shipowner Exmar have been calling at the Remontowa Shiprepair Yard for several years. We recently hosted *Joan*, one of the smallest owned by our Client.

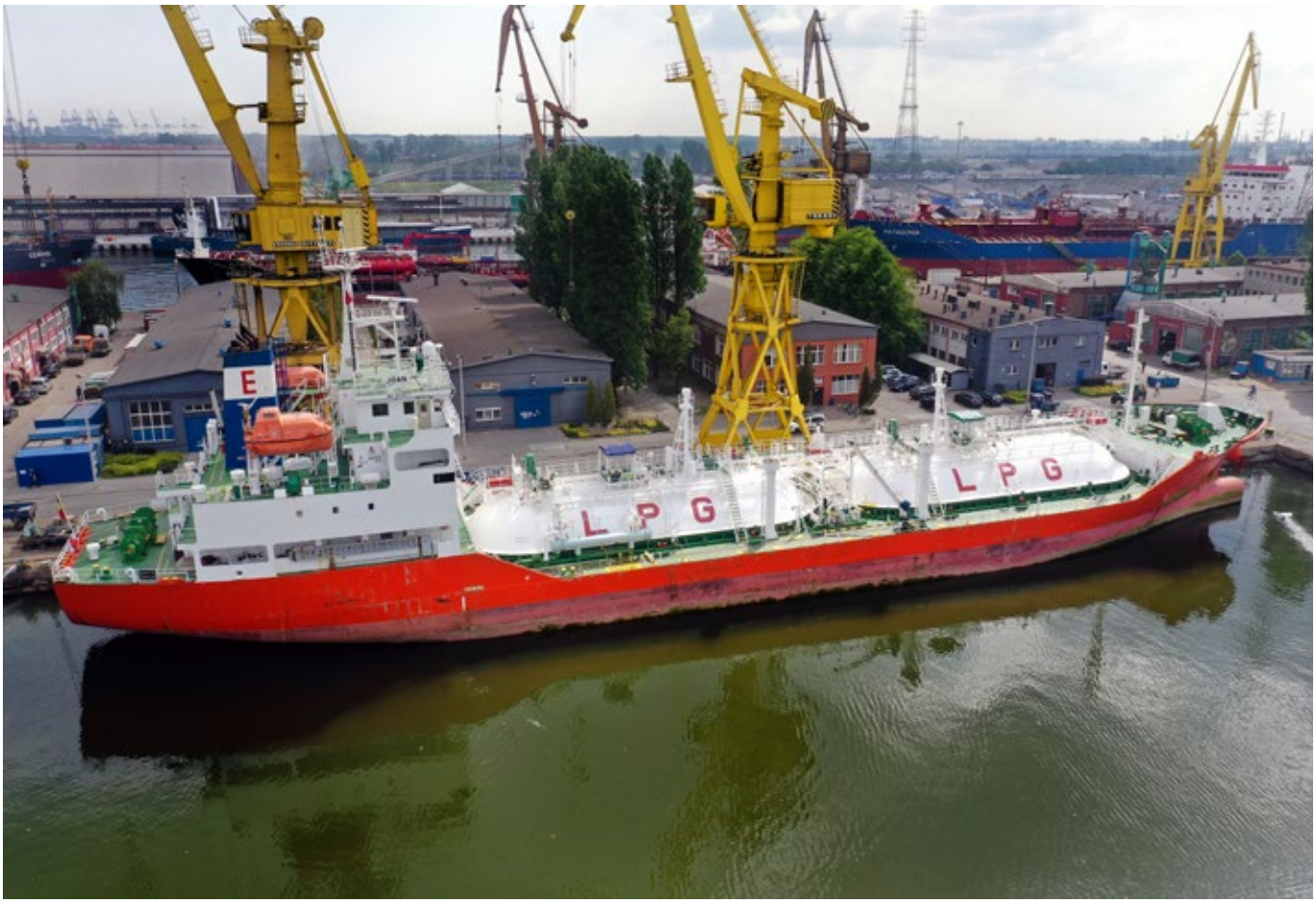
This wasn't her first visit - we had previously dry-docked this vessel in 2018. Last December, a sister ship, *Marianne*, visited us. This spring, 2022, we worked on the *Angela* and *Elisabeth* gas carriers.

However, that is not all. The Belgian shipowner also entrusts us with larger vessels. Last year those were: *Kontich*, *Libramont* and *Knokke*.

Remontowa installed a complete Ballast Water Treatment System, including components delivered by Alfa Laval. As always, we carried out such a project comprehensively, including the foundation's construction, the pipelines' adaptation and the electrical supply.

The yard carried out a thorough overhaul of the main engine and repaired anchor windlass-mooring winches. One of them was dismantled and overhauled in the shipyard's workshop.

When the ship was in dry dock, our teams inspected the overboard valves and took measurements of the rudder blade. After being washed, the hull was painted. Chain lockers were water jetting and painted as well. The entire repair project was completed with minor steelwork in various areas on the ship.



The *Joan* has been another Exmar owned LPG tanker hosted at Remontowa over the recent years
Photo: Sławomir Lewandowski

The newly painted *Sten Hidra* with a BWT System installed at Remontowa in 2022
Photo: Sławomir Lewandowski

BWT System installation and extensive refurbishment work

Chemical tanker *Sten Hidra*

***Sten Hidra* is another chemical tanker owned by Stenersen AS, refurbished at our yard and the further one retrofitted here with a Ballast Water Treatment System.**

Installing the BWT System on the chemical tanker was a demanding task. On the *Sten Hidra*, likewise other Stenersen's ships, we mounted most of the relevant pipelines in the ballast tanks located in the double bottom. As the pipes with a diameter of 400 mm and above had to be installed, it was first necessary to cut large transport openings in this area.

The main BWT System equipment, such as filters, lamps and flow meters, was installed by Remontowa on deck in a specially developed compartment - amidships. In addition, our shipbuilders placed a pump in a tunnel below the deck to boost the water flow. We also laid an additional pipeline towards the bow to draw water into the system. Finally, we installed electrical equipment in the engine room to power the system.

A lot of work was done on the propulsion system components. First, our specialists upgraded the oil system on the bow thruster, which involved dismantling and transporting it to the workshop, where, among other things, new pipes and a tank suitable for two types of oil were assembled.

The main engine and generator sets underwent a thorough overhaul, and the evaporator and box coolers were replaced. Under the supervision of a service technician, our teams also overhauled the reduction gearbox. These steps were preceded by a great deal of access work and dismantling of many equipment and systems, including piping and wiring and pulling out the gear and shaft.

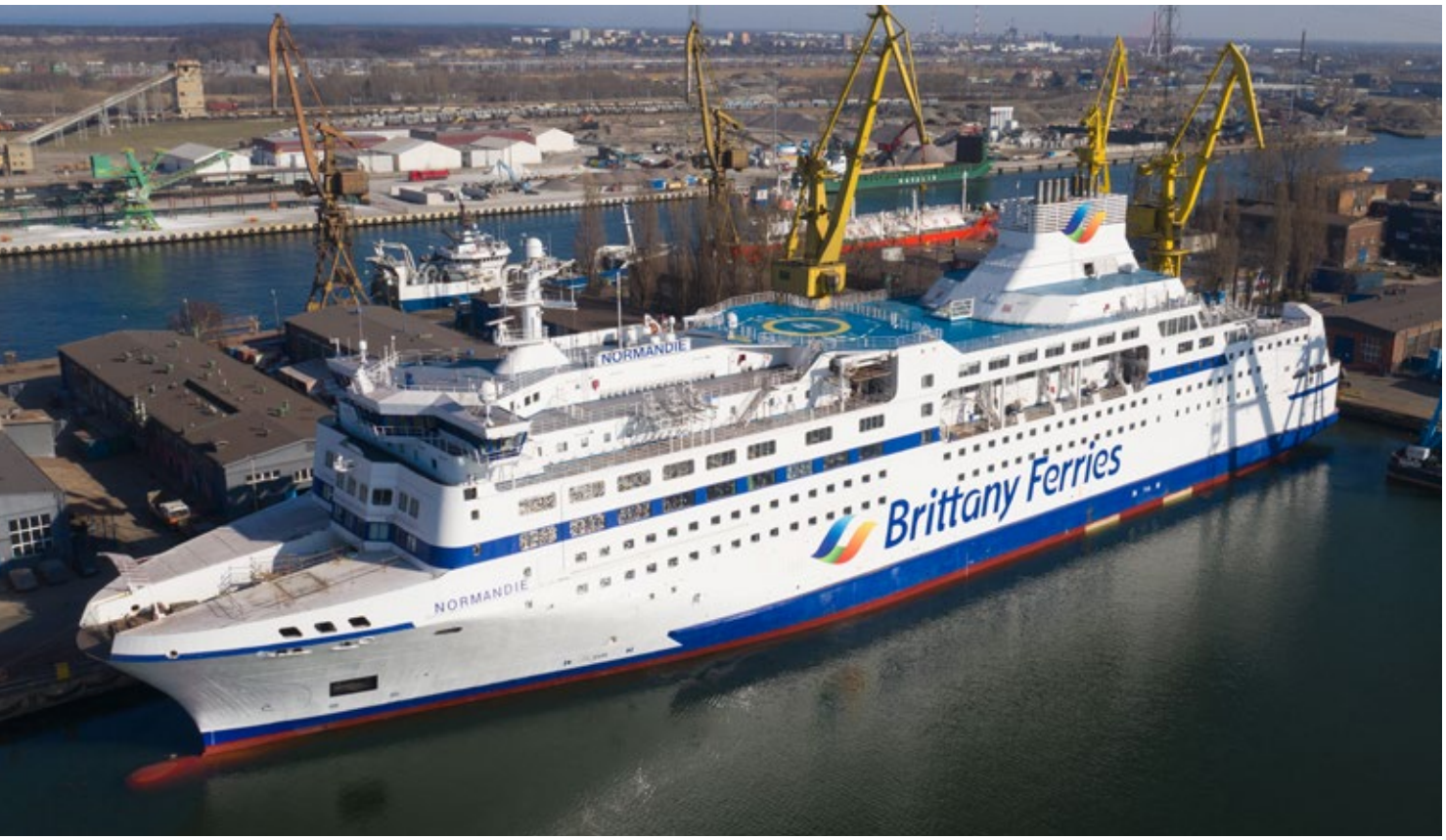
The mooring winch on the bow underwent an overhaul. Remontowa installed a new anchor at the stern, so *Sten Hidra* can also navigate through rivers now. To this end, a slide, a chain pipe and a foundation for the anchor windlass were installed in the steering gear room and the stern locker. This work involved, among other things, disconnecting the Framo pumping system and the air-conditioning system, modifying the cable trays and removing insulation. In addition, new insulation was laid in the stern anchor room.

Our electricians also overhauled all the alternators, the electric motors from the ventilation and the shaft generator.

The furniture in the superstructure was renovated and replaced, the provision store was renewed, and new insulation was laid on the main deck, including the new pipelines installed at Remontowa. In addition, the operation of the deck cranes and davits was tested.

While at the dock, the vessel underwent a maintenance and painting scope, which consisted of blasting, high-pressure washing of the forepeak and ballast tank, and maintenance of the hull by coating it with several paint layers.

•



In 2022 the *Normandie* was retrofitted with a BWT System at Remontowa
Photo: Sławomir Lewandowski

Comprehensive support for the ferry and Ro-Ro fleet

Regular visitors

Ferries and Ro-Ro vessels from French and Scandinavian shipowners regularly call at Remontowa Shiprepair Yard for dry-docking, class renewal and BWT System installation. Many of these ships are regulars in our yard.

Our frequent attendees certainly include *Normandie*, owned by Brittany Ferries. The ferry arrived in Gdansk for a comprehensive repair project combined with a Ballast Water Treatment System retrofit.

A large scope of work focused on the propulsion system, including a complete overhaul of four main engines and an auxiliary engine. Two steering systems were overhauled, including steering gears, rudder stocks and blades. The propeller shaft, two hubs and tunnel thrusters were removed and overhauled, and the propeller blades were replaced. Two stabilizer fins brought to the shipyard workshop underwent inspection.

Flexible exhaust bellows on the main and auxiliary engine exhaust systems, and part of the auxiliary engine exhaust pipes were replaced.

Work on the pipelines included repairs to the seawater, steam, oil and fuel systems, while the electrical scope involved an overhaul of fans' motors.

Steel was replaced on the hull plating and car decks. In addition, the ferry's hull, car decks and ramps underwent paint treatment.

Inspections and repairs of deck equipment were also carried out, including mooring winches, rollers and the container gantry crane. In addition, insulation in the ventilation ducts was replaced. Finally, the stern and bow ramps were overhauled, while external and internal ramps passed load tests.

The project was complemented by overhauling the rescue equipment, including the MES system. The lifeboat davits' wires were checked and replaced. In addition, load tests were conducted on all davits. The ferry has also been retrofitted with an Alfa Laval Ballast Water Treatment System.

The *Stena Gothica* was another ferry called Remontowa in spring 2022.

On the Stena Line-operated ferry, large scope of steel replacements was done at Remontowa. Preliminary alignment mea-

surements preceded the work in the stern frame area on the shaft line while the vessel was still in the water. Once the ferry was dry-docked, the shaft line was pulled out to take laser measurements, after which the steel in the stern frame area was replaced.

On the other hand, in the ballast tanks, the steel inserts amounted to around 50 tonnes.

The ferry also underwent a standard overhaul, which included replacing seawater and cooling system pipes and overhauling two bow thrusters, of which one had been removed. Worth mentioning is also an inspection of shaft lines, machining on propeller blades and hub, removal, inspection and re-installation of fans in the engine room, and work on boilers.

The painting scope on the ferry included applying a silicone coating to the hull and painting the topside and funnels.

For many years, Danish shipowner DFDS has entrusted its key projects, such as the installation of BWT systems, scrubbers and class renewals of several vessels in its fleet, to the Remontowa Shiprepair Yard.

In May, the fifth ship we refurbished this year for DFDS - *Acacia Seaways* - left our yard. Remontowa carried out the ship's special survey, extended by additional works. One of these was laying a new silicone coating on the hull after removing the previous paint system.

While the ship was in the dock, the next major task was to pull out the shaft. After taking measurements, it was decided to machine the shaft and replace the bearings on its support brackets. Again, our teams smoothly managed this task despite the SKF coupling located on this ship in the water - outside the hull.

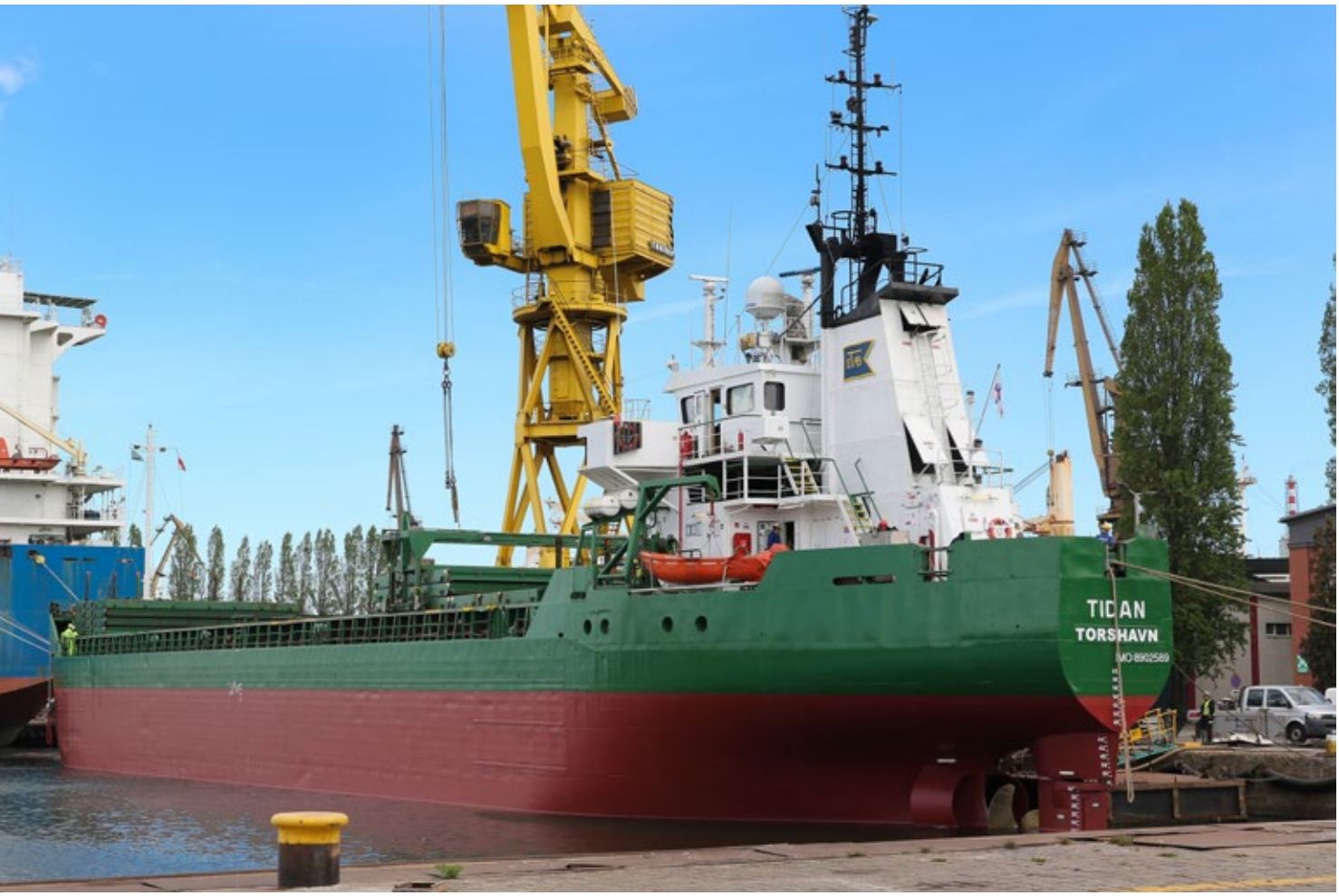
They also installed a new bow thruster, including the tunnel and full wiring.

A large scope of work was also involved in equipping the ship with a new container socket system with a power unit to cool the containers.

•

The *Acacia Seaways* was the fifth DFDS owned Ro-Ro vessel serviced by Remontowa in May
Photo: Sławomir Lewandowski

In spring 2022 Remontowa executed a large scope of steel replacements on the *Stena Gothica* ferry
Photo: Sławomir Lewandowski



The general cargo vessel *Tidan* after completion of her repair project at Remontowa
Photo: Sławomir Lewandowski

We have equipped Swedish shipowners' vessels with BWT Systems

Tidan and *Lister* from the port of Thorshavn

In the second quarter, we overhauled two vessels from Sweden, whose home port is Thorshavn, the largest city in the Faroese archipelago.

The general cargo vessel *Tidan*, owned by Erik Thun AB, is one of the dozen vessels from the shipowner, which also operates chemical tankers.

The ship arrived at Remontowa to be retrofitted with a Ballast Water Treatment System. Our shipbuilders also worked in the ballast tanks, repaired the mooring roller fairleads and carried out maintenance and painting the hull. In addition, they assisted the manufacturer's service team with work on the ship's main en-

gine, part of which was an inspection of the cylinder covers and honing of the cylinder liners.

The second ship we hosted at our yard was the self-discharging bulk carrier Lister, owned by Rederi AB Uman. The ships of this shipowner have been calling at Remontowa Shiprepair Yard regularly for several years. In 2019, we overhauled the vessels *Listervik*, *Listerland* and *Listerhav* for the first time. *Listervik* then visited us twice more - first in 2020 and then in 2021 (we retrofitted her out with a BWT System then).

The bulk carrier *Lister* entrusted to us this year was also in our yard in 2021 for an emergency repair.

This time the most important task was installing a Ballast Water Treatment System. We retrofitted *Lister* with the Desmi system in a small space in the engine room.

Another major job in the ship's engine room was mounting a new monitoring (alarm) system, carried out by our electricians with the support of specialists from Remontowa Electrical Solutions - another company in our Group.

Similarly to the *Listervik* ship mentioned above, we also replaced more than 10 tonnes of steel on the *Lister* - mainly in the bottom and hull plating. In addition, our carpenters renovated the superstructure, replacing the walls, floors and all the furniture in the galley, thus raising the standard of this area.

Many overhauls were carried out on deck equipment, including the mooring winch-anchor windlass. There was also a lot of work on the ship's pipelines.

•

Remontowa retrofitted the bulk carrier *Lister* with a BWT System from the components supplied by Desmi
Photo: Sławomir Lewandowski

The *Endurance* (in the forefront) and *Freedom* car carriers moored stern to bow in Remontowa
Photo: Sławomir Lewandowski

Ballast Water Treatment Systems and more

American car carriers

Following the *Patriot* and *Honor* car carriers, refurbished at Remontowa Shiprepair Yard in 2021, other US-flagged ships of this type operated by American Roll-On Roll-Off (ARC) - *Endurance*, *Freedom* and *Independence* - called here in February and March this year.

While *Endurance* was dry-docked, the shipyard workers replaced the stern thruster and steel in its tunnel, exchanged the anodes on the hull and took care of the echo sounders and the speed log. Next, they inspected the propeller shaft cone and overboard valves. Finally, the hull was preserved and then painted.

The main stern ramp door underwent repairs with seal replacement. Other repairs included the hull on the port side aft, the watertight doors, escape hatches and many other steel parts.

A large scope dealt with the car carrier *Freedom*, which underwent a class renewal at Remontowa, extended by retrofitting the vessel with a Ballast Water Treatment System. Our teams also tackled the ro-ro ramps - stern and side, along with the internal ones, renewing much of the steel plating.

The main engine and one of the auxiliary engines underwent a comprehensive overhaul, as did all of the ship's heat exchangers and actuators.

During the inspection of the ship in dock, Remontowa dismantled the thruster, which was then overhauled ashore, as was the propeller, weighing 24 tonnes. After maintenance, the hull gained a new coating.

Similarly, the car carrier *ARC Independence* underwent a class renewal at Remontowa, being additionally retrofitted with a Ballast Water Treatment System.

•

ARC Independence with lowered ramps in Remontowa Shiprepair Yard
Photo: Sławomir Lewandowski

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.
Edited by Grzegorz Landowski, Communications Director. Email: g.landowski@remontowaholding.pl

REMONTOWA HOLDING

REMONTOWA HOLDING

REMONTOWA SHIPREPAIR YARD | MEMBER OF 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, Marocco
Manager: Aleksander Walewski
phone: (+48 58) 307 26 85
fax: (+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
Ukraine, Lithuania,
Latvia, Estonia
Manager: Jacek Połom
phone: (48 58) 307 12 53
mobile: (+48) 502 160 175
e-mail:
Jacek.Polom@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