

REMONTOWA

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SHIPBUILDING NEWS

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LNG - high on the agenda

On the front cover of this issue of Remontowa Shipbuilding News you can see an image of a new car passenger ferry - one of three to be built at our shipyard for Canadian owner BC Ferries. In the last issue of our magazine we wrote shortly about this order. The new ships will be the first in BC Ferries' fleet to operate as dual-fuel capable using Liquefied Natural Gas (LNG) or diesel fuel for propulsion and power generation.

Having in our track record plenty of such projects successfully accomplished, Remontowa Shipbuilding is widely known for its expertise and production of innovative and environmentally friendly medium size ships conforming to the newest trends and regulations in the world's shipping industry. However there has also been another additional "asset" which we have taken advantage of in the international competition and final winning the order. This advantage is our concept design of the ships.

Basic design and workshop drawings of the ferries have been prepared by Remontowa Marine Design & Consulting (RMDC), the largest marine design office in Poland, which is also a member of the Remontowa Holding capital group. The RMDC company has been co-operating with Remontowa Shipbuilding for years, due to its vast experience in designing of double - sided, environmentally friendly ferries built (or being under construction) for European owners. So, regardless of engineering knowledge and experience mentioned above, it is just

comprehensiveness of our offer which seemed to be the decisive factor in winning this order.

In the current issue of our magazine we are presenting the ferries in focus. We are also doing so, since production of these ships at Remontowa Shipbuilding was an object of extreme curiosity at our stand during the SMM 2014 trade fair.

LNG propulsion, as a solution especially for short sea shipping not only for the European waters is presently at the top of the agenda. No wonder that the most pages of this issue are dedicated to LNG powered ships being currently under construction at our yard. September 2014 saw launching of a hull of modern dual fuel platform supply vessel with LNG propulsion, being built for Siem Offshore, which has marked an important milestone of this project. At the shipyard's quay we can also see intensive outfitting works on another gas propelled ship - a car passenger ferry equipped with LNG propulsion system made by Remontowa LNG Systems, which belongs to Remontowa Holding, built for a Danish owner. In the same month, together with DNV GL we celebrated its 150th anniversary in Gdynia, Poland. We have collaborated with DNV GL for years having built some 50 ships to its class - recently, mainly LNG - driven. The most recent common project has been two gas - fuelled ferries built for Norled, delivered almost one year ago. In this year these ferries have been awarded by Polish Chamber of Maritime Commerce for our contribution to the promotion of Polish maritime economy worldwide.

Grzegorz Landowski
Editor-in-Chief



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"Kormoran II" keel laid at Remontowa Shipbuilding

The construction has begun!

Construction works on the ship of the "Kormoran II" programme (shipyard's building number 258/1) have been started at Remontowa Shipbuilding S.A., member of Remontowa Holding. The ship is a minehunter being built for the Polish Navy.



Czesław Mroczek and Andrzej Wojtkiewicz put an occasional medal into a slot in the bottom section of the hull.
Photo: Media4Sea

The "keel" was in fact the D5 section of the vessel (one of the midship sections), which contains the auxiliary power room and fuel tanks (double bottom).

The symbolic keel laying ceremony held on 23rd of September 2014 at Remontowa Shipbuilding S.A. has been attended, by the Polish Army, the Polish Navy and government officials.

Polish government was represented by Czesław Mroczek, Secretary of State in the Ministry of National Defence (MOD). He was accompanied by brigadier general Sławomir Szczepaniak, Chief of the Armament Inspectorate, major general Mirosław Różański, Adviser-Coordinator to the Secretary of State in MOD, vice admiral Ryszard Demczuk, Inspector for the Polish Navy General Command of the Polish Armed Forces, rear admiral Krzysztof Teryfter, Deputy Commander of Maritime Operations Centre - Gdynia, commodore Dariusz Olejnik, Chief of Command of Maritime Technology in the Armament Inspectorate and others.

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Representatives of the Armament Inspectorate and the Polish Navy at Remontowa Shipbuilding S.A.
Photo: Media4Sea



The protocol of laying the keel was signed afterwards.
Photo: Media4Sea



The medal while being welded to the hull as a keepsake of keel laying...
Photo: Media4Sea

The Remontowa Holding group was represented by its chairman Piotr Soyka. The Remontowa Shipbuilding's CEO Andrzej Wojtkiewicz hosted the ceremony.

Polish authorities and officials present at the keel laying received an occasional and commemorative medal, specially designed and made by us

on this occasion. One of those medals was put into a special slot in the bottom section of the hull and then welded. The protocol confirming the keel laying was signed by CEO Andrzej Wojtkiewicz, BriGen Sławomir Szczepaniak and Grzegorz Pettke, board member of Polish Register of Shipping (the ship is being built to PRS class).

The vessel is being constructed by a consortium, which, besides its lead-

er - Gdansk-based Remontowa Shipbuilding S.A., also includes the Naval Shipyard Gdynia (in receivership) and R&D Marine Technology Centre (CTM - Centrum Techniki Morskiej), located in Gdynia. The ship has been designed by RMDC (Remontowa Marine Design and Consulting) - the Remontowa Holding's in-house naval architecture and marine engineering company.



Czeslaw Mroczek Secretary of State and Andrzej Wojtkiewicz CEO of Remontowa Shipbuilding during press briefing.
Photo: Media4Sea



This is how the minehunter will look like after completion of its construction.
Illustr: RMDC

On 23 September 2013, the consortium has signed a contract with the Armament Inspectorate. The agreement aims at realizing the development works regarding the design and construction of a prototype minehunter, which is to be transferred to the Navy in November 2016. The Agreement also includes an option for the construction of two subsequent vessels which would enter service in 2019 and 2022, on condition that the prototype would be accepted.

The first steel cutting for the construction of the first unit of the "Kormoran II" programme, took place at Remontowa Shipbuilding on April 25, earlier this year.

The displacement of the vessel - 850 tonnes; dimensions: 58.50 x 10.30 x

9.75 m; maximum speed - at least 15 knots. The ship is going to be powered by 2 diesel engines with 2 Voith Schneider cycloidal propellers. The vessel will be boarded by a crew of 45 with additional 6 spare places.

The ship is dedicated to mine hunting tasks in Polish EEZ (Exclusive Economic Zone), as well as in tactical task forces in the Baltic and the North Sea and other auxiliary tasks defined by Polish Ministry of Defense. The vessel is designed with great care to achieve low signature and high maneuverability, owing, among others, to use of cycloid propellers driven by diesel engines.

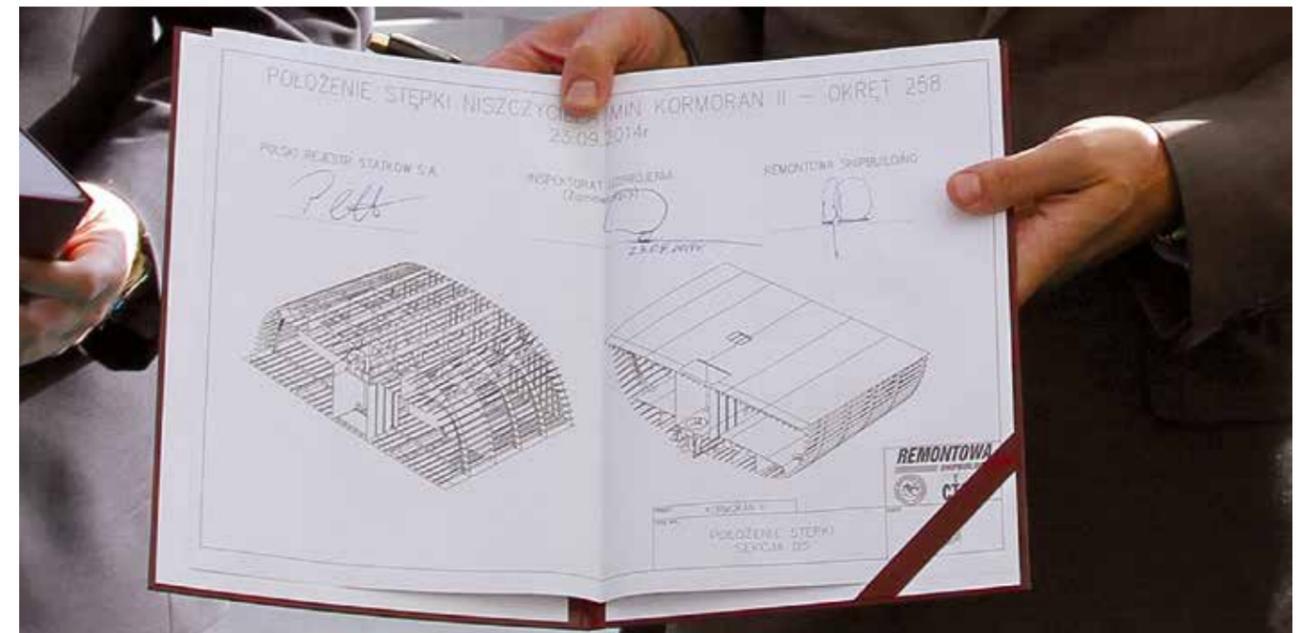
The the Armament Inspectorate aims to get the level of at least 70 percent of "polonization". Currently for a prototype "Kormoran II" minehunter, Poland obtained the indicator of polonization (the

acquisition or imposition of Polish elements) of more than 50 percent, which the military considered a success, taking into consideration the long-standing gap in the field of shipbuilding by the Polish shipyards.

The construction of the Kormoran II minehunter is an important step in the Polish naval modernization program. "Kormoran II" minehunter structure is made out of non-magnetic steel, imported from Western European country. An important reason for choosing steel and not composites were lower operating costs of ships. The construction costs of the ship are only 25 percent of the total cost, and 75 percent are the costs of maintaining the ship after its construction. Additionally, ships built with non-magnetic steel will be easier to modernise in the future. ●



Brigadier general Sławomir Szczapaniak, Chief of the Armament Inspectorate in MOD received among others a special commemorative medal made specially on this occasion.
Photo: Media4Sea



"The Kormoran II minehunter keel laying - the ship no. 258 - section D5" - the protocol confirming the event was signed on September 23, 2014.
Photo: Media4Sea

BC Ferries ordered three double ended ferries based on RMDC concept design

The ships in focus

As we have briefly informed in the last issue of the "Remontowa Shipbuilding News" magazine, in the beginning of July 2014 after months of negotiations BC Ferries ordered from Remontowa Shipbuilding S.A., member of Remontowa Holding three intermediate class 145 AEQ double ended ferries. In the current issue we'd like to take a closer look at the project.



Illustr. RMDC

The yard won the contract in tight competition with renown Norwegian, German, Turkish and Canadian companies. The two first vessels are to sail between Comox and Power River on Tsawwassen – Southern Gulf Islands route while the third will sail during season on the Southern Gulf Island route or will replace other vessels operated by BC Ferries during their repair. The ferries will also be the first in BC Ferries fleet to run on Liquid Natural Gas (LNG).

Remontowa Shipbuilding S.A. is amongst the most experienced builders of double ended ferries in the world and has genuine experience in LNG propulsion. Another important reason of winning the order was that the yard based its offer on concept design prepared by Remontowa Marine Design & Consulting (RMDC), the Remontowa Holding's own large marine design office, member of Remontowa Holding. The office has extensive experience in designing double

ended ferries (more than a dozen proven designs). The design of the vessels for BC Ferries will also be the fifth consecutive realized double ended ferry design with LNG propulsion - a track record that few or none design offices can prove.

Main features of the design

The RMDC 2990 double ended ferry design is featuring three continuous decks

- one garage deck for personal cars, one vehicle deck for trailers, commercial vehicles and personal cars, both decks stretching along the whole length of the vessel. The passenger deck will encompass lounge with 304 seats, cafeteria with 160 seats, study carrels with 6 seats, gift-shop, children play area, galley, provision store, lockers, toilets, four staircases and two MES shafts.

Open deck spaces fore and aft arranged at the same level will be provided with 64 seats each. Two personal lifts one aft and one fore will allow for transport of passengers and crew between passenger deck, vehicle deck, garage deck and ER levels. On top of the passenger deck there will be three other superstructure tiers: crew deck, officers deck and wheelhouse deck. Crew cabins, Air Conditioning Room as well as Training/messroom/recreation room will be arranged on crew deck. Officers cabins as well as the Engine Control Room/Damage Control Room will be arranged on the officers deck.

The wheelhouse will be provided with aft and fore navigation consoles allowing for convenient navigation in both directions. Cargo access to garage and vehicle decks will be ensured by two hydraulically operated bow visors as well as four hydraulically operated internal ramps. The vessel will be provided with two engine rooms arranged below the main deck (garage deck). The aft Engine Room will encompass two main diesel generators while the fore Engine room one main diesel generator.

LNG storage tank will be arranged in a compartment between the two Engine Rooms. Each Engine Room will have its own exhaust gas duct. Each duct will be led to a separate casing arranged amidships in the centerline between garage and passenger decks. The casings will encompass silencers. After silencers the exhaust gas ducts will be led below the passenger deck to ship sides and upwards to two separate funnels one on each side of the

ship with outlets at the level of wheelhouse.

Use of Liquid Natural Gas (LNG) as the main fuel for propulsion and power generation will substantially lower environmental emissions. DO will be used for auxiliary purpose only. Diesel electric propulsion will in turn contribute to lower fuel consumption and higher elasticity during maneuvers.

The vessels are to fly the flag of Canada and thus will comply with Transport Canada (TC MS) requirements for Near Coastal Voyages, Class 2 (NC2).

The vessels will be classified by Lloyd's Register and obtain the following class notation:

✕ 100 A1 Passenger and Vehicle Ferry, "Strait of Georgia Service", ✕ LMC, GF, CCS, Environmental Protection: ECO, A GW, NOx2, P,R, DIST, Sox,

Descriptive note: IHM/Green Passport, PCAC (33)

Delivery of the ferries is scheduled in 2016 and 2017. ●

MAIN PARTICULARS

Length, o.a.	abt.107.4 m
Length,b.p.	abt.103.2 m
Breadth, b.p.	23.5 m
Depth to main deck (garage deck)	6.6 m
Design draught	abt.4.65 m
Max. service speed	15.5 kts
Passengers + crew	600
Internal seats	480
Crew cabins	16
Personal car capacity	145 AEQ*
Alternative capacity	4 trailers + 10 commercial vehicles +100 AEQ

*AEQ – personal car having dimensions 5.34 x 2.6 x 1.5 m

Illustr. RMDC



Launching of the first LNG powered PSV ordered by Siem Offshore

Innovation for Norway

On Tuesday, 16th of September 2014, the launching ceremony of a platform supply vessel (PSV) took place at Remontowa Shipbuilding S.A., member of Remontowa Holding.



Launching of the hull of a new PSV built for Siem Offshore on September 16, 2014.
Photo: G. Landowski

The ship is being constructed for one of the biggest Norwegian offshore fleet operators - Siem Offshore. It has already been contracted for support of Norske Shell oilfield in the North Sea.

Execution of this contract is of great importance to Remontowa Shipbuilding S.A., since it will be its first offshore supply vessel powered by LNG fuelled engine. Previously this technology was

implemented in car-passenger ferries build in Remontowa Shipbuilding S.A.

It is worth mentioning that the vessel will be fully constructed in Gdańsk - starting from developing workshop documentation, going through building of the hull and ending up with complete outfitting and performing sea trials.

The vessel will be equipped with state-of-the-art navigation systems including an advanced dynamical posi-

tioning system DP2, gas-electric propulsion, fire-fighting system Fi-Fi 2 and facilities for containing of oil spills.

Remontowa Shipbuilding S.A. has for many years already been a well-recognized supplier of offshore support vessels. In our track record we have built as many as 13 fully equipped ships for customers from the USA, Singapore and Scotland. However, this time the supply vessel to be built is the first to

The vessel will be equipped with propulsion azimuth thrusters (2 x 2200 kW), retractable azimuth thruster (1 x 880 kW) and bow tunnel thrusters (2 x 1000 kW).
Illustr.: Wärtsilä



CEO Andrzej Wojtkiewicz, board member Piotr Dowżenko and director of commerce Grzegorz Langowski with Cato Engebretsen - newbuilding director at Siem Offshore (second from the left).
Photo: G. Landowski

use LNG propulsion. Thereby combined will be the Yard's experience in building ferries with LNG propulsion and experience in the offshore sector.

As mentioned before, the recently launched ship being built at Remontowa Shipbuilding will be the first and the most innovative Polish - built, fully equipped (turn-key delivery) LNG fuelled PSV. However some other yards have previously delivered several hulls (only partially equipped and destined for foreign yards). This includes the hull of the World's first LNG fuelled PSV Viking Energy, delivered to Norwegian yard by Polish, Gdansk based Maritim Shipyard.

The recently launched 89 meter long ship with a cargo deck area of 980 sq m will be capable of carrying up to 5400 tons. It will be served by a 25 person crew. The vessel will meet the highest standards of environmental protection and safety of navigation and receive "CLEAN DESIGN" class notation. The vessel's hull, machinery and equipment are being constructed in accordance with the Rules and Regulations of Det Norske Veritas for notation: +1A1, Offshore Service Vessel+, Supply, SF, DYNPOS-AUTR, E0, GAS FUELLED, BIS, CLEAN DESIGN, COAT PSPC (B), COMF-V(3) & C(3), LFL*, NAUT OSV(A), DK (10t/m2) and HL (2.8), Oilrec, Stand-by Vessel (S), Fire Fighter II. Further-



From left: Captain Aage Molvik – Senior Marine Advisor - AS Norske Shell, Jahn Helge Bjørnstad – Broker - Seabrokers Chartering AS, Geir Lovrak – Chartering Manager - Siem Offshore, Bruse Kverneland – General Manager – Seabrokers Chartering AS. In the background - the hull of a PSV launched at Remontowa Shipbuilding S.A.
Photo: G. Landowski

more, the ship will fly the most reputable Norwegian flag.

The ship's concept and technical documentation is prepared by Norwegian Wärtsilä Ship Design office. The ship is built under the supervision of DNV GL classification society.

Siem Offshore Inc. serves the global oil and gas industry with a modern, environmentally friendly and technically advanced fleet consisting of 56 vessels with focus on low fuel consumption, 11

of these are under construction. It holds a large fleet of modern Platform Supply Vessels. Seven of the vessels are mid-sized (VS 470 MKII design), and four are large-sized PSVs.

The company operates from Norway (Kristiansand), and has offices in Brazil (Rio de Janeiro, Macaé and Aracaju), Germany (Leer), The Netherlands (Groningen), Poland (Gdynia), USA (Houston), Ghana (Accra), India (Mumbai) and Australia (Perth). ●

The 150th anniversary of DNV celebrated in Poland

We've built together 50 ships!

To mark the 150th anniversary of the Foundation Det Norske Veritas (DNV) and the one year anniversary of its merger with Germanischer Lloyd (GL), DNV GL hosted a prestigious event in Gdynia, Poland.

Car - passenger ferry *Landegode* with gas propulsion system (LNG) built to DNV class for Torghatten Nord, presently cruises in the regions of Lofoten archipelago.
Photo: RSB



On the slide shown in the picture below - Norwegian Prime Minister Jens Stoltenberg pressing the START button to initiate the cutting of steel for *Lodingen* in 2011- the last in the series of four built for Torghatten Nord.

- It is also a time to reflect and thank our customers, close partners and friends all over the world who have been on this long journey together with us. I'd like to thank you; Without your support, we would not be where we are today - said Henrik O. Madsen, CEO and President of DNV GL Group during the event in Gdynia.
Photo: Media4Sea



Mr Piotr Soyka during his speech at the DNV GL 150 anniversary event in Gdynia.
Photo: Media4Sea



The main international event with participation of more than 1000 guests was held in Oslo and Høvik, Norway on June 14, 2014. However, there have also been domestic events organized in 17 countries in which DNV GL has operated. One of those events was held in the Gdynia's Music Theatre with dignitaries, Polish government officials and customers present, on September 4, 2014.



Mrs Danuta Wałęsa, the wife of Lech Wałęsa, who accepted the Nobel Peace Prize on 10th December 1983 on her husband's behalf, in 2010 became godmother of the ship *Korsfjord*, one of three car - passenger ferries built for a Norwegian owner. All three ships held name giving ceremonies on that day, 6 November 2010. On the picture Danuta Wałęsa (in the middle) with godmothers of the two other ferries Mrs Ashild Stoakk and Karin Arild Dahl.
Photo: Piotr B. Starenczak/Media4Sea

The event was opened by Andrass Joensen, country manager DNV GL Poland, who warmly welcomed all the guests. There were also both Polish and Norwegian officials who took the floor during the event with the Norwegian Ambassador in Poland, Karsten Klepshvik, President and CEO of the DNV GL Group Henrik O. Madsen and Piotr Soyka, chairman of the

Remontowa Holding group, among others.

In his remarks at the event, Henrik Madsen, said: - We are gathered here today to celebrate the 150th anniversary of DNV GL. Although this is first and foremost a time to celebrate past accomplishments and look to future endeavours - it is also a time to reflect and thank our customers, close part-

ners and friends all over the world who have been on this long journey together with us. On behalf of all of us, I'd like to thank you; Without your support, we would not be where we are today.

As he emphasized, the 2014 year is more than a year of celebrating the past. It is year ONE of DNV GL, the new company which started operations in September 2013.



Andrass Joensen country manager DNV GL Poland cutting the cake...
Photo: Media4Sea

- We are now more international than ever. There is an obligation on nation states, businesses and citizens to act for a better future. This is at the very core of our company vision of having a "Global Impact for a Safe and Sustainable Future".

On the invitation of DNV GL and as a representative of the Polish Maritime Industry, Piotr Soyka, chairman of Remontowa Holding made a speech. He talked about a long - lasting co-operation of Remontowa Holding companies with Remontowa Shipbuilding at the forefront with DNV GL and Norwegian Owners as well as about ongoing projects and future prospects. He recalled, that the Norwegian Nobel Committee had bestowed on Polish President Lech Walesa the Nobel Prize for Peace in 1983 in recognition of his services rendered in the fight for free trade unions and democratic rights.

- Indeed, Mrs Danuta Wałęsa, the wife of Lech Walesa, who accepted

the Nobel Peace Prize on 10th December, 1983 on her husband's behalf, paid us the compliment of agreeing in 2010 to become godmother of the ship *Korsfjord*, one of three passenger-car ferries for a Norwegian shipowner. All three ships held name giving ceremonies on that day, 6 November 2010. Mrs Walesa was especially touched to take part, her first time in such a role - Mr Soyka said.

He also recalled the visit in June 2011 of the Norwegian Prime Minister Jens Stoltenberg to the two shipyards belonging to Remontowa Holding.

- The Norwegian Prime Minister pressed the START button to initiate the cutting of steel for the modern passenger-car ferry *Ladingen* for Torghatten Nord, co-created with DNV. That ferry is exceptionally environmentally friendly thanks to its gas propulsion system (LNG).

Landegode was the first - in fact we've built four ferries of this kind for Torghat-

ten Nord, which presently cruise in the regions of Bodo and Lofotow. These were also equipped with the innovative gas propulsions.

- It just so happens that this quarter century of a free Poland coincides with my path towards the forefront of Remontowa shipyard, currently Remontowa Holding - Mr Soyka remarked. - I remember well our first contacts with the representatives of the Norwegian shipowners and their comprehensive remarks about quality. I also recall their approach towards environmental protection and work ethics. It gave us food for thought at the time and placed us on the learning curve we are still happy to be part of today!

He emphasized, that thanks to such opportunities and to cooperation with DNV, Remontowa Shipbuilding was able to offer technically advanced and high quality products which resulted in its gaining access to previously remote markets.

In the 1990's, the shipyard started to build innovative (for that period) diesel-electric propelled ferries. Then gas-powered units were introduced in which gas and diesel engines were used and finally the so – called drive Dual Fuel where the latest generation of engines burn gas or diesel interchangeably. All this in cooperation with DNV.

And finally, the Norwegian Offshore. A new market involving complex technical units for the support of oil extraction.

- Here too, we were greatly aided by our considerable cooperation with DNV, and our experience with gas propulsion and our long-term presence in Norway. Norwegian shipowners have, for many years, been among our most valued customers at the shipyards belonging to the Remontowa Holding group - Mr Soyka stressed. - In return, we are pleased to hear the mutual feelings expressed by Norwegian ship-

owners and operators regarding their experience and renewed orders with Remontowa Holding. In fact, we have so far built 50 ships for Norwegian shipowners in co-operation of DNV!

As he pointed out, Remontowa Holding is especially proud of the propulsion installed on the ships built at Remontowa Shipbuilding, a propulsion which is not only ecologically friendly but also very economical. It's worth noting here the pioneering use of purely gas propulsion on the ferries of the Norwegian company Norled - MF *Ryfylke* and MF *Hardanger* which have been cruising in Stavanger since last year. Gas fuel on these ferries is used in both the main and in the emergency engines.

Another field of cooperation with DNV GL covers the Arctic. In 2006, we built an arctic container ship with a diesel propulsion for the Danish company Royal Arctic Line. Based on that experience, five new ice-going contain-

er ships of various sizes for the same shipowner are being presently built under the auspices of DNV GL.

- This construction also has a pioneering aspect to it owing to the fact that during the duration of building a new class of classification, that of arctic endurance so to speak, is being put to the test - Piotr Soyka emphasized.

In his opinion these areas are an indication of where the Polish shipbuilding industry is leading. Especially, Remontowa Shipbuilding is keen to participate in specialist ships for the offshore industry, as well as taking part in exceptional passenger ferries. Perhaps one day we'll be involved in the building of the larger ones, too!

Referring to the year one of DNV GL, Mr Soyka commented:

- The merging of DNV and GL was a significant event in the global sea economy, aspiring towards further globalisation, knowledge accumulation and human potential. ●

After gala, the guests enjoyed a reception in the foyer.
Photo: Media4Sea



Dozens of talks and hundreds of guests at our stand B4.EG.305. at SMM 2014

Thank you for meeting us!

During the SMM 2014 trade fair we had an opportunity to discuss with shipowners and fleet operators new trends in the shipping industry which will be in the spotlight in the coming years.

We hosted dozens of guests from the shipping sector.
Photo:
G. Landowski



With more than 2100 exhibitors from all around the world, including 150 first-timers, with 50,000 industry visitors and roughly 90,000 square metres of exhibition space, SMM 2014 in Hamburg has demonstrated once again what it means to be the leading international trade fair of the maritime industry. After four days brimming with activity, the 26th SMM came to a close on September 12, 2014. With its 26 national pavilions and exhibitors from 67 different countries, this year's fair was more international than ever. Two thirds of exhibitors hailed from countries other than Germany. For the first time, companies from Egypt, Lebanon and Sri Lanka showcased their maritime products and services, and Dubai set up its first-ever national pavilion. The protection of the marine environment and the improvement of ship efficiency were among the top items on the SMM agenda.

At our stand we showed a model ship of a cable laying vessel being built at our yard for Siem Offshore.
Photo: G. Landowski



One of the key topics of this year's SMM was LNG as a ship fuel. The demand for LNG technology concepts is strong. Now it is time for the shipping sector to embrace natural gas.

- More efficient engines are today a major trend across the shipping industry - said CEO of Wärtsilä, Björn Rosengren. - By 1 January 2015 at the latest, when stricter emission limits come into force for the North and Baltic Seas, this topic will be on top of the agenda. Today roughly 50 LNG - driven ships are sailing the world's oceans. By 2020 there might be 1300 - he predicts.

At Remontowa Shipbuilding we are familiar with LNG propulsion since we have had such ferries destined for car-passenger traffic as well as ships for the offshore oil and gas industry under construction. At our stand we hosted many of ship owners deeply interested in such projects having an excellent opportunity to talk about new trends and to discuss details of ongoing projects we run at our shipyard. Exchanging opinions during these face to face meetings have been fruitful, inspiring and promising for our future cooperation. ●

We've been awarded by Polish Chamber of Maritime Commerce

LNG powered ferries appreciated!

Each year Polish Chamber of Maritime Commerce (Krajowa Izba Gospodarki Morskiej) rewards companies operating in the Polish maritime economy sector for its products or services, which contribute to the promotion of Polish economy worldwide.

On May 22 in the central office of the Chamber, the jury met to decide on this years "Amber Duck" and "Amber Eggs" awards winners. Of three recognitions ("Amber Eggs") one has gone to shipbuilding and shiprepair sector, namely to Remontowa Shipbuilding S.A. for our world's first LNG only fuelled car-pax ferries for Norwegian Owners Norled.

We have been awarded for two ferries – MF *Ryfylke* and MF *Hardanger* built at our yard and delivered to Norled AS in 2013. The ferries, each taking 550 passengers and 165 cars onboard, powered exclusively by natural gas (with no marine diesel oil fuelled engines installed) and with

CNG back-up fuel supply in case of emergency, are the world's first of this kind as well as among the largest ones in their broader class of "green ships". The vessels, serving public transport routes along Norwegian coast are utilizing innovative technology enabling to reduce emissions of NOx and Sox to the atmosphere.

Polish Chamber of Maritime Commerce was created by the enterprises involved in maritime economy. The principal purpose of the activities of the Chamber is to create conditions for using the sea as a natural factor of economic development of our region. The Chamber also supervises the activities of the team of sworn experts that consist of 150 specialists of different branches.

The award was handed over to the Remontowa Shipbuilding's CEO Andrzej Wojtkiewicz during "Duck Meeting" - a traditional annual event gathering top ranking representatives from Polish maritime industry and abroad, which had been held on 10th of October 2014 in Gdynia, Poland. ●

MF *Ryfylke* sailing from Gdansk to Stavanger in Norway.
Photo: Media4Sea



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