

REMONTOWA

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SHIPBUILDING NEWS Customer Magazine
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New market open

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Fig.: LMG Marin

Cable layer afloat

Next milestone in the construction of the most technically advanced vessel in Poland is reached

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3600 tons in motion!

First of five arctic supply vessels for Royal Arctic Line launched

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Rendezvous with ferry

Representatives of renowned Canadian Owner arrived to see the shipyards of Remontowa Holding

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What do we wish on our 70th anniversary...

In October 2014, Remontowa Shipbuilding along with its parent company Remontowa Holding was recognized as the most successful company operating within the maritime economy sector in Poland (see details on page 18).

Remontowa Holding is the largest employer in Northern Poland. There are more than eight thousand people employed in companies operating within the group and its service suppliers. The group consists of 24 companies with two largest shipyards and a marine design company in Poland as well as numerous ship equipment manufacturers and suppliers. Remontowa Shipbuilding S.A. is the largest newbuilding yard in our country. In terms of its order portfolio quantity the shipyard has been recently rated by Clarkson Research the 2nd in Europe and the 5th in the world.

Currently we have nineteen vessels of various types on order - eco-friendly car passenger ferries, Arctic supply vessels, an Arctic AHTS, LNG-driven platform supply vessels, a cable layer, navy tall ship and minehunters. Our orderbook is full at least for the next two years - a plate full for our employees, the Holding's companies and sub-contractors as well. The construction of such a large number of floating objects being mostly state-of-the-art prototypes is a great challenge. In simultaneous conducting of so many projects at the same time perfect management of production processes becomes crucial. The need to be more effective and flexible in our technical operations is more pressing than ever. For instance - we must have an opportunity to build larger vessels and to launch more hulls in a shorter time frame...

To achieve this it is important to develop a second vessel production line aligned with the existing one which we have already had at our disposal. That is why we have decided to build a brand new fully operational and completely equipped with all necessary infrastructure hull assembly berth to be completed depending on weather conditions by April 2015 at the latest. Thanks to this investment we will be capable of building more hulls simultaneously and of launching them in a shorter time frame. And what is more, we will also be able to construct the larger beam vessels than before, according to the market expectations and to move them onto a floating dock in order to launch them by the dock submerging...

As you can read in this issue, we are pretty good in rolling heavy steel constructions from the hull assembly berth onto a floating dock. In this way we have recently launched large hulls of an Arctic container carrier and a cable laying vessel (read more on pages 5-6). But we are also skilled enough in performing operations in the opposite direction (see details on pages 12-13). We are going to utilize the new assembly berth in the construction of recently ordered ferries for Canadian and Estonian operations.

Anyway, having our well-proven slipway (which guarantees spectacular splashes when a ship is slipped into the water) and two separate, independently operated hull assembly berths (which guarantee more frequent launchings not so eye-catching however) we will be able to face the challenge mentioned above. This is what we wish our Clients and ourselves on the 70th anniversary of Remontowa Shipbuilding in 2015!

Grzegorz Landowski
Editor-in-Chief



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We will built two ferries for Estonian operation

New market open

As announced early November 2014, the Port of Tallinn has signed a contract with Remontowa Shipbuilding for the construction of two new car-passenger ferry boats for operation by its subsidiary TS Laevad OÜ, to be used on the lines between the mainland and major Estonian islands.



Fig.: LMG Marin

For Remontowa Shipbuilding, the largest Poland's newbuilding yard, member of Remontowa Holding, this marks the second significant newbuilding contract to be signed this year already.

The contract was won by Remontowa Shipbuilding in fierce competition with several renowned shipyards taking part in tendering process. The most decisive factor behind choosing us was our vast experience in passenger ships construction and its renown among European and US owners. Remontowa Shipbuilding has built some 50 car

and passenger ferries of various sizes, propulsion types and fuels, so far.

Two other ferries of the same kind will be build by Sefine shipyard in Turkey. Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding said, that the shipyard had to give up contracting the remaining two ferries newbuildings, that Port of Tallinn was shopping for, due to rich and tight orderbook at Gdansk based yard.

He told PAP (Polish Press Agency) that as Remontowa Shipbuilding was fully booked until 2016, the Yard could not accept order for all four ferries re-

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quired by Port of Tallinn within the same deadline. The yard was offering delivery of the two remaining ferries at somewhat later date, but it was important to the Owners to get all four ships together, at earlier deadline.

- The order awarded by the Port of Tallinn is opening a new market for us in the northern part of the Baltic Sea. We expect that this deal will result in the future with further orders for the construction of modern vessels from operators in Estonia and Finland - Andrzej Wojtkiewicz concluded.

The ferries to be constructed in Gdańsk will be 114 meters in length and will accommodate 150 cars or ten road trains. The ferries will have 700 passenger seats equipped with life-saving devices. The new ferry boats will be designed by the Norwegian company LMG Marin. All the four diesel engine ferries have been designed so that the main engines of the ships can in the future be replaced for engines running on liquefied natural gas (LNG) provided that the necessary infrastructure is in place.

Remontowa Shipbuilding S.A. is a shipbuilding facility located in Gdańsk, Poland, established in 1945. The company belongs to Remontowa Holding, which consolidates over 20 shipbuilding, marine technical services and marine equipment manufacturing enterprises. Remontowa shipbuilding facilities focus on the construction of ferries, mainly double-ended fiord and short to medium range ferries, offshore support vessels and other highly specialised offshore and special ships. ●



This is how the ferries will look like after completion of its construction.
Fig.: LMG Marin

Double ended ferries contracted by Port of Tallinn at Remontowa Shipbuilding

length over all:.....	114.00 m
length b.p.:	103.50 m
moulded breadth:	19.20 m
depth:	6.00 m
max. draft:	4.00 m
passengers:	700
car capacity:	150 personal cars or combination of personal cars and 10 trucks
gross tonnage:	approx. 1204
net tonnage: approx.	4012
max speed:	over 15 kn
service speed:	12 kn (13 knots according to other sources)
ice class	DNV Ice 1A or equivalent

Next milestone in the construction of the most technically advanced vessel in Poland is reached

Cable layer afloat

Remontowa Shipbuilding S.A., member of Remontowa Holding, launched the first cable laying vessel newbuilding in the history of Poland's shipbuilding industry.



The hull in the dock ready for launching...
Photo: Media4Sea

As the production and orders were increasing, the yard, traditionally launching hulls through sideways launchways, had to invest in additional hull assembly production line with its own launching facility. The Yard invested in a new hull assembly site, near the quay, and the launching method chosen was shifting hulls onto a floating dock, berthed perpendicularly to the quay adjacent to hull assembly site, followed by launching through floating dock submerging.

The keel for the cable lay vessel (yard no. B101) was laid on December 16, 2013, while in June 2014, the two 2500 tonnes capacity cable carousels were installed. July saw tests of the swing-out azimuthing thruster. Afterwards fur-

ther steelwork (including installation of deck parts over the cable carousels) and outfitting was performed.

The operation of rolling the hull from the assembly berth onto the floating dock, which took several hours was performed on September 30, 2014. The next day, we submerged the dock with the hull, which was towed out afterwards. The end of December 2014, saw the hull almost entirely completed and assembly of the ships' superstructure was expected. Intensive outfitting works inside the hull have been also performed.

Let us recall, that a contract for the construction of a dynamically positioned Cable Lay Vessel (CLV) was signed by Remontowa Shipbuilding SA on 29 of April 2013.

Medium sized container carrying arctic supply vessel slipped into the water

The sixth launch in 2014

Gdansk based Remontowa Shipbuilding, member of Remontowa Holding, launched container supply vessel for arctic conditions on order from Greenland Owners (yard no. B 203/1).

That was our sixth ship launch in 2014 and the last one that year. It took place on November 25. This time - with a spectacular big splash, as it was the launching from the shipyard's slipway.

A lot of the shipyard's employees and subcontractors as well as representatives of the Owner and other spectators were watching the launching. It was, however typically the technical one, without guests firm outside, especially invited.

The hull launched belongs to a 74 m long arctic supply vessel and container carrier - first of the two units of similar design, 108 TEU capacity, DNV GL classed ships being built within the scope of 5 units

order, announced in October 2013, for ships of three different designs for Royal Arctic Line operation. The RMDC 2879 ACV design has been devised by another Remontowa Holding member company - Remontowa Marine Design (see the principle particulars of the ship).

The ships are arctic supply vessels, incorporating features of geared container vessels and icebreakers, designed for operation in harsh weather conditions and in thick ice at temperatures reaching 40° C below zero. The vessels, represented by the unit recently launched, are to meet DP-0 requirements.

The hull of the yard no. 203/1 unit while being side-launched.
Photo: Grzegorz Landowski



The hull was rolled onto the dock on September 30, 2014.

Photo: G. Landowski



The cable layer ship's hull afloat.

Photo: Media4Sea

The contract with Norwegian Owners Siem Offshore calls for the construction of the Poland's first newbuild cable layer scheduled for delivery in April 2015.

The CLV has been designed in close cooperation with VARD Design and will have an overall length of 95.3 meters, a breadth of 21.5 meters, a cable payload of 4,250 tons and an accommodation for 60 persons. The CLV will be equipped with a state-of-the-art diesel-electric propulsion system consisting of four main generators providing power to two azimuth propulsion thrusters, two tunnel thrusters and one

retractable (swing-out type) thruster, ensuring excellent station-keeping capability as well as environmentally-friendly and fuel efficient marine operations.

The focus for the design of the CLV has been to meet the challenging requirements of the installation, repair and maintenance of medium and high voltage submarine cable systems within the offshore renewable energy and offshore oil and gas markets.

Execution of this contract is very important not only for Remontowa Shipbuilding SA, and for the whole ship-

building sector in Poland as well. It is the most technically advanced vessel to be built by Polish shipyard so far. The vessel will be constructed, under the supervision of classification society Det Norske Veritas, completely in Gdańsk - starting from workshop documentation (prepared by Remontowa Marine Design & Consulting Ltd.), through the construction of the hull with innovative shape to the outfitting with modern navigation and ship control and handling systems including DP 2, state-of-the-art diesel electric propulsion and cable laying system.



On the picture from the left: Jan Paszkowski, management board member and commercial director, Tadeusz Piotrowski, director of Project Execution Department, Andrzej Wojtkiewicz, chairman of the board (Remontowa Shipbuilding) and Lars Pedersen surveyor at RAL after the launch. Photo: Grzegorz Landowski



First of five arctic supply vessels for Royal Arctic Line launched

3600 tons in motion!

On October 20, 2014, we rolled our heaviest hull so far from the hull assembly site onto a floating dock prior to launching. This has also been most probably the largest and heaviest ship's hull to be roll-shifted or skidded from the quay assembly site onto a floating dock in Poland so far. The heavy ice-strengthened hull, was then launched from the floating dock, by submerging of the latter, on October 28.

The hull of the medium - sized arctic supply vessel afloat. Photo: Grzegorz Landowski



The hull on the assembly plate prior to launching. Photo: Media4Sea

RMDC 2879 ACV arctic container vessel - principal particulars

length, o.a.....	74.20 m
length, b.p.....	70.01 m
breadth, mld	15.20 m
depth to main deck.....	8.40 m
draught, design	4.00 m
draught, scantling.....	6.00 m
deadweight at design draught.....	800 t
deadweight at scantling draught.....	2700 t
container capacity	108 TEU
endurance	27 days
cruising range.....	7700 Nm
speed.....	12.5 kts
crew	14+2 persons
day passengers.....	12 persons
classification	DNV +1A1 General Cargo / Container Carrier PC6 TMON E0 NAUT-AW DG-P BIS CLEAN BWT-T DAT(-35°C) hull - PC5



It is worth recalling, that October 2013 saw the contract sealed for the construction of five arctic ice-classed supply vessels destined for Greenland's Royal Arctic Line (RAL). According to the contract we are building one 606 TEU vessel for RAL's international services, as well as two approximately 108 TEU vessels and two 36 TEU ones for the carrier's coastal routes.

The 606 TEU unit will be basically a slightly modified sister to *Mary Arctica*, delivered by Remontowa Holding back in 2005 (the ship was then awarded with "Significant Ship of the Year" title by Royal Institution of Naval

Architects), and is about to replace the 1984-built *Arina Arctica*.

The ship will be deployed in Atlantic route, as a feeder ship for Greenland (connecting mainly Aalborg and Greenland's Nuuk in regular service), and - similarly to its predecessor *Arina* and sister *Mary* - will be used for special tasks such as East Coast, US Thule Air Base and Antarctica research bases supply.

Two medium-size ships within RAL - Remontowa contract scope will feature 108 TEU capacity each. The ships will replace Pajuttaat and an annually chartered vessel and will mainly engage in the supply of North Greenland.

The two smallest ships, featuring 36 TEU capacity each and some passen-

ger capacity, are destined to replace the old "village vessels" and will be busy in the settlements supply year round.

In fact all the five ships are kind of a crossover between supply ships, geared containerships and icebreakers. They will have to meet the demands of harsh climate conditions including temperatures falling to as low as minus 40 degrees C.

The new arctic supply container-ships is designed at Remontowa Marine Design & Consulting, member of REMONTOWA Holding.

Please, go to a short picture story on the next two pages...



The hull (on the left side) prepared to be moved onto the floating dock (on the right side in the picture). In fact, this is one - the same panoramic picture - with straighten objects that appear curved since they are shot with fisheye effect... (look at the picture in the bottom)
Photo: Media4Sea



The hull awaiting for its moving onto the dock photographed from the opposite side. Photo: Media4Sea



The same hull seen in close - up from below... Photo: Media4Sea



The hull during submerging of the floating dock in the night, seen on the display panel of our camera... Photo: Media4Sea



The launched hull while being towed out... Photo: Media4Sea



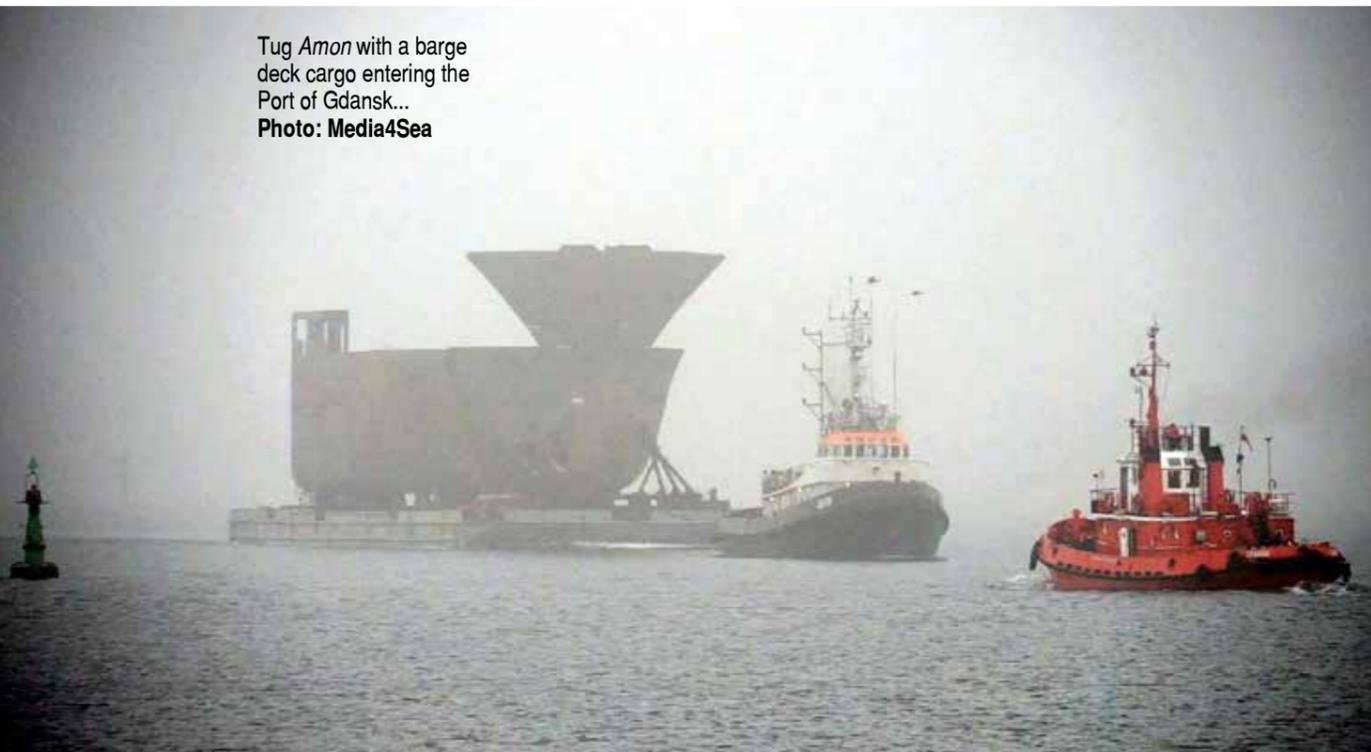
Panoramic picture with the fisheye perspective similar to the one at the top of the page. The inside of the dock is clearly visible. Photo: Media4Sea

First such large hull block to reach Remontowa Shipbuilding from a subcontractor

In the spotlight...

On November 27, tug *Amon* with a barge deck cargo of nearly thousand ton ship hull structure berthed at Remontowa Shipbuilding quay after almost two day trip along the Polish coast from Szczecin.

Tug *Amon* with a barge deck cargo entering the Port of Gdansk...
Photo: Media4Sea



... on its way to our shipyard.

Photo: Media4Sea



After exchange of tugs, the barge turned around and started to approach our shore...

Photo: Media4Sea



The barge berthed at our quay. The rolling operation was about to begin.

Photo: Media4Sea



Moving the hull's block onto the ground took several hours in the night...

Photo: Andrzej Jóźwiak

That spectacular event attracted media attention. We hosted numerous tv crews from leading domestic tv stations at our shipyard on that day and we could see coverage of the event on the nightly news in Poland.

The fore part of the platform supply vessel brought from our subcontractors based in Szczecin - was then, at night and the morning, skidded from the heavy-lift pontoon barge onto the ship's quay, directly for mating with the aft part, ready and waiting on the hull assembly berth of Remontowa Shipbuilding.

This kind of technical operations isn't entirely new for us. The yard have previously received relatively large single blocks or sections from steelwork subcontractors, such as PSV and AHTS superstructure blocks from Wisła Shipyard. Also even bigger and

heavier full structures of hulls have been skidded or rolled on rails from the hull assembly berth onto the floating dock for subsequent launching (see details of the most recent on pages 9 - 11). However, the latest shipment from Szczecin, has been the single largest ship hull structure outsourced and skidded from the barge onto the Remontowa's hull assembly plate on the quay. The skidding operation has been carried out by employees of heavy and oversized units transport company Sling and yard employees.

The hull structure, recently received from our subcontractors, belongs to the hull of the second LNG fuelled PSV (yard no. 856/2) in a series of four similar ships, 89.20 m long and featuring deadweight capacity of 5500 t each, being built to the order of Siem Offshore. ●



The fore and the aft part of the ship almost together. The rolling operation completed!
Photo: Grzegorz Landowski

Inspector for the Polish Navy paid a visit to Remontowa Holding

Minehunter in progress

On December 12, 2014, we were visited by rear admiral Marian Ambroziak, Inspector for the Polish Navy of General Command of the Polish Armed Forces.



Rear admiral Marian Ambroziak (on the right) was welcomed by chairman of the Remontowa Holding in its headquarters.
Photo: G. Landowski

Our honourable guest has been performing his duties as Inspector for the Polish Navy since November 1, 2014 and has succeeded vice admiral Ryszard Demczuk in this position. However, he hasn't dealt with our shipyard for the first time...

He began his career 34 years ago. Educated at Polish Naval Academy in Gdynia (1985) he joined the Polish Navy and went to sea in 1985. In 1987 he started as the second-in-command of ORP *Kaszub*, a corvette of the Polish Navy. In the years 1990 - 1996 he was

commanding the ship which had been built in 1985 at our company - at that time known as the Northern Shipyard.

The submarine search-and-destroy corvette (NATO: Baltic Combatant 6 class, redesignated "Kaszub" class) first hoisted the flag and was given the name of ORP *Kaszub* and number 240 on 15 March 1987. In 1993 the corvette represented the Polish Navy in the Battle of the Atlantic 50th anniversary celebrations in London. Throughout its history the ship several times has deserved the accolade of best combat units in the fleet. In 1995 under

command of CMDR Ambroziak she received the title of the best ship in the Navy. As of 2014 the ship was still in active service.

In 1998 CMDR Ambroziak graduated from The Joint Services Command and Staff College in Bracknell (GB). He also acted as the first Polish Commanding Officer of ORP *General Kazimierz Pułaski* - one of the two Oliver Hazard Perry class guided-missile frigates of the Polish Navy. Formerly serving in the United States Navy as USS *Clark*, after her transfer to Poland the ship was named for *Kazimierz Pułaski*, an American Revolutionary War hero in the United States and an independence hero in Poland. *Clark* was decommissioned and hauled down its flag on 15 March 2000. That same day, she was transferred to Poland. On 25 June 2000 she was renamed in a ceremony attended by Madeleine Albright. The *General Kazimierz Pułaski* frigate commanded by CMDR Marian Ambroziak participated in numerous NATO missions and exercises in the Baltic.

During his career our guest has reached top positions in the Navy and the Polish Armed Forces General Command in Warsaw, as well. In 2009 he was promoted to Rear Admiral. In 2012 he became a commander of the 3rd Ship Flotilla in Gdynia - a tactical unit of the Polish Navy composed of 11 sub-units and being the main strike force of the Polish Navy, operating

various warships types such as frigates, corvettes, submarines or fast attack crafts.

Before his nomination to the position of Inspector for the Polish Navy he had served as a Chief of Maritime Directorate - Deputy Inspector for the Navy of General Command of Branches of Armed Forces, Warsaw.

As the Inspector for the Polish Navy RADM Ambroziak is in charge of preparing and supervising the technical modernization of Polish naval forces as well as the personnel training programme in new command structures of the Polish Army.

During his visit to the Remontowa Holding shipyards in December 2014 he had an opportunity to see our facilities, ongoing projects and to know our experience in the area of floating units repair, conversion and shipbuilding.

In the Remontowa Holding headquarters he was welcomed by its chairman Piotr Soyka. Then he went on a tour around both shipyards - firstly Remontowa Shiprepair Yard and secondly Remontowa Shipbuilding. He was accompanied by directors and board members of our company. We showed him various vessels under construction but our guest was obviously the most interested in the construction of a minehunter which we are building for the Polish Navy.

The construction of the Kormoran II minehunter is an important step in the Polish naval modernization program.

The ship being built of non-magnetic steel 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 first steel cutting for the construction of the ship took place at Remontowa Shipbuilding on April 25, 2014 while the symbolic keel laying ceremony was held on 23rd of September 2014. Both events were attended by the Polish Army, the Polish Navy and government officials. However RADM Ambroziak hadn't an opportunity to attend those events in which VADM Ryszard Demczuk, at that time Inspector for the Polish Navy General Command of the Polish Armed Forces participated.

During his visit our guest saw also our new production hall, dedicated to naval ships construction. The hall has been fitted with special devices, monitoring and filtering systems to prevent air pollution inside the hall by intake of ferrite filings from the outside production site which contains a substantial amount of highly polluting materials and to comply with stringent requirements (temperature, humidity etc.) necessary for works with non-magnetic steel.

The construction of the minehunter is smooth running as planned. ●



Representatives of the Polish Navy during a tour around our shipyard.
Photo: G. Landowski

Representatives of renowned Canadian Owner arrived to see the shipyards of Remontowa Holding

Rendezvous with ferry

Thanks to their journey to Poland, our guests from BC Ferries have become familiarised with the capacity and ongoing projects executed by the largest newbuilding yard in Poland and one of the biggest in Europe.



The tour was a good occasion to take a commemorative photo...

Renowned North-American ferry operator has recently ordered three modern ferries with LNG fuelled propulsion from Remontowa Shipbuilding S.A. Mid-October, Gdansk based yards visit of Mike Corrigan (President and Chief Executive Officer BC Ferries), Mark Wilson (Vice President, Engineering and Projects, BC Ferries), Donald Hayes (Chairman of the Board of Directors, BC Ferries) and Jack Lohman (president, BC Museum) commenced in the morning with Remontowa Shipbuilding yard tour. This is, where the new BC

Ferries ships will be built. Honourable guests got acquainted with our production facilities and capabilities visiting the ship of kind similar to the ones ordered by BC Ferries - a ferry currently under construction for *Samsø* municipality in Denmark.

No wonder, they went on board the ship, looked at it deep down in the ground and so to speak really checked it out from all sides... In the time of their visit, the ferry was in the final phase of outfitting nearing to its completion.



The *Samsø* ferry. Our guests checked the quality of the installed equipment.



Meeting with Chief Engineer Dan Nielsen at the engine room control panel of the *Samsø* ferry.



Meeting at the LNG - propelled engine on machinery deck of the *Samsø* ferry.



Mark Wilson paid very close attention to steel constructions destined for installation on the ships we built.



Canadian guests (second, fourth, sixth and ninth from the left with Piotr Soyka in the middle) accompanied by the Remontowa Holding and both shipyards board members and directors in the Remontowa Holding's headquarters.

They were interested in its equipment, especially in the LNG powered propulsion system, including engines and a cryotank with the so-called coldbox. On the bridge our guests had an opportunity to have a few words with Danish Chief Engineer Dan Nielsen at the engine room control panel. They also saw numerous other ships under construction during the tour with a cable laying vessel, a LNG powered platform supply vessel for Norwegian Owners, container ships for Greenland and last but not least another PSV built for and delivered to an American offshore operator.

Following the tour at Remontowa Shipbuilding, the guests were hosted by Piotr Soyka, the chairman of Remontowa Holding in his headquarters localized at the Remontowa Shiprepair Yard. They could listen to presentation on services rendered by both shipyards within the Holding. This way they have been familiarised with vessels of various kinds built or being under construction at our yard as well as with activities of the Remontowa Shiprepair Yard, our sister - company and its capabilities in repairs and conversions and most interesting examples of work for the offshore oil & gas industry currently executed.

The Canadian guests were impressed with the number and diversity of vessels being under construction at our yard with numerous car - passenger ferries and offshore support vessels, many of them LNG - propelled. They were also impressed with the Remontowa Holding yard's direct employees and subcontractors. They mentioned they had not visited any shipyard neither in their country nor abroad of similar scale and providing such a large number of workplaces.

Following the meeting and presentations at Remontowa Holding, the Canadian guests toured Remontowa S.A., where they could see and learn on its production infrastructure, including floating docks, heavy-lift submersible barges, numerous ships under repairs and conversions and last, but not least, the huge *FPF-1* semi-sub platform under conversion - the largest offshore oil and gas project executed in this part of Europe. ●

All photos:
Grzegorz Landowski

Prestigious titles for Remontowa Holding and Remontowa Shipbuilding

Polish Economy Trade Mark

Traditionally, late October, "Rzeczpospolita" - one of the major Poland's nationwide newspapers, published the list of 2000 Polish companies and exporters ranked by sales value and export sales in 2013. Remontowa Holding and Remontowa Shipbuilding have been ranked high by top Polish economists.



The Awards were received by Piotr Soyka, chairman of the Remontowa Holding - on the picture accompanied by Polish deputy prime minister and minister of economy Janusz Piechociński (on the right). Mr Soyka holds the "Good Company" title awarded for Remontowa Shipbuilding - as it's been labelled - "the most dynamic company from the 2000 List".

Both entities were recognized as the most successful companies operating in the Polish marine sector. In the ranking of 300 largest exporters, the highest (31st) position among privately owned companies operating in Northern Poland was taken by the Remontowa Holding group. On the "List of 2000", Remontowa Holding took 156th position, making it the largest entity from the entire Polish maritime industries sector.

During Warsaw gala held in Ministry of Economy on October 27, the awards related to the listings were handed over. The Jury, led by deputy prime minister and minister of economy Janusz Piechociński, awarded titles "Eagle of the Export", "Polish Economy's Trade Mark" and "Good Company". Within "Polish

Economy's Trade Mark" competition, the "Machinery" category award was taken by Remontowa Holding, leaving five other nominees for this title, won for best exporters in various sectors. Another factors judged are increase of export in consecutive three years, its value and share in overall sales.

Additionally, the "Good Company" Award (in category "Shipyards") went to Remontowa Shipbuilding S.A., member of Remontowa Holding. This ranking takes into account effectiveness (measured with own assets profitability factor, assets and sales as well as EBITDA), stable development (debt, debt pay-back capability and intensity of investment factors) as well as dynamics (dynamics of sales, assets and employment). All proper factor levels

have to be achieved and maintained for a couple of years in a row, because only this approach show the real quality of the company comparing to the rest in the sector.

Authors of the "List of 2000" emphasize, that over the decade of this ranking being carried out, among companies listed, the number of Polish capital privately owned companies is on the increase. Over the recent decade sales of state owned companies increased by 25 percent only, while the growth in Polish privately owned companies amounted to over 120 percent.

Remontowa Holding is the largest employer in Northern Poland. There are more than eight thousands people employed in companies operating within the group and its service suppliers. ●



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 - patrol boats,
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