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We go back to the roots...

Polish shipyards are producing increasingly more. Their revenues increased by more than 10 percent in 2014. This year growth could still be even faster.

In 2014, the shipbuilding industry, together with its suppliers across the European Union, had a revenue of about 70 billion Euros. Within this Poland accounts, according to various domestic data for 5-10 percent.

Shipyards in Poland, not counting the military, manufactured more than France, Britain, and Spain. In 2014, the industry in our country employed 30,000 people.

The mostly private Polish shipyards are European leaders in the construction of multi-type ships. According to Clarkson Research as of August 2015, Poland was ranked third in Europe (after the Netherlands and Norway) in the production of OSV’s while Remontowa Shipbuilding, according to the same source, as of March 2015 occupied second position within European builders of PSV’s > 4000 dwt (no. of orders and deliveries).

There are significantly fewer ships being manufactured in Poland than in the 1990s; however, they are of much higher value. There is a 90-meter long vessel for the installation of power cables under the sea being built at Remontowa Shipbuilding, according to the same source, as of March 2015 occupied second position within European builders of PSV’s > 4000 dwt (no. of orders and deliveries).

A kilogram of such a specialized ship costs even above 20 Euros, the same as 1 kg of a Mercedes. However, a Mercedes has a mass of about 1.5 tons, and a specialized ship has more than 3,000 tonnes, therefore one ship has more than 2,000 Mercedes (the unit price of a container ship is now well below $3.4kg).

Polish companies supply equipment for such ultra-modern ships, among others, steering gears, hydraulic drives, radio navigation systems, watertight bulkheads, windows, lighting, furniture, winches and anchor winches, equipment ventilation and air conditioning, and recently even complete cryogenic supply systems of liquefied natural gas.

In the 1980s the products we sold were mainly thousands of tonnes of steel. Currently, our commodity is of technical significance. It is the Polish technical idea of designers, computing centres, research centres, and engineers connected with the national workmanship which provides competitiveness and the high price of goods manufactured by Polish companies in the shipbuilding industry.

The largest Polish newbuilding yard, Remontowa Shipbuilding, celebrating in 2015 its 70th anniversary, which belongs to the private capital group of Remontowa Holding, is a major manufacturer, among others, of ecological LNG-powered ferries. This year Remontowa Holding has been awarded the best Polish Exporter in the ranking prepared by prestigious Polish mass media. The company has reached another stage. One of the most advanced navy ships in Europe under construction for the Polish Navy was launched in the presence of Polish PM and other top level state officials. At the same time a launching of another military ship scheduled for October was in preparation. The 1000m ship in our track record is a three mastled frigate to serve the Algerian Naval Cadets cadets in improving their marine craft and navigational skills. Fulfiling military orders we are going back to the roots...

The partly outfitted and painted hull of the ship, however lacked the external equipment featuring no antennas. The ceremony was attended by PM Ewa Kopacz, Deputy Prime Minister, Minister of Defence Tomasz Siemoński, Deputy Minister of Defence Czesław Moczek, General Commander of the Armed Forces, General Mirosław Róžański, Navy Command staff, numerous other top level state officials participated in the ceremony.

The event began with the report submitted to the Remontowa Shipbuilding CEO Andrzej Wojtkiewicz, provided by one of the builders, announcing the readiness of the vessel for being launched. The CEO received a certificate confirming the readiness of the vessel to be launched, from the Director of Navy Inspectorate of the Polish Register of Shipping, Janusz Dilling.

Polish Prime Minister: Our armed force is going through changes!

On September 4, 2015 at Remontowa Shipbuilding, one of the most technologically advanced navy ships in Europe was launched. Polish Prime Minister and numerous other top level state officials participated in the ceremony.

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nor the hardware was then lowered into the water in a floating dock. During the official speeches it was emphasized that the new minehunter is created in line with a completely Polish design, in a Polish, private facility, financed by 100% of the Polish capital. Meanwhile, a series of investment initiatives was executed making it possible for the Remontowa Shipbuilding to construct minehunters, including the air-conditioned prefabrication hall which is required to work with the special purpose elements. Sec- ondly, a 300- tonnes overhead crane, along with a new production line, with the latter element making it possible to mass-produce ships have also been created. The elements listed above may be highly useful during the process of realizing the prospective naval shipbuilding initiatives.

This is going to be the first vessel for the Polish Navy since 20 years, that was constructed entirely by the Polish industry. However, Remontowa Shipbuilding, formerly known as Northern Shipyard, has rich track record in the military production, since the company in its history has built over 400 military ships with majority delivered for the Polish Navy. - The contract is being executed in line with the schedule and without any interruptions - Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding points out. - Another reached milestone concerns that the ship is going to be hand- ed-off on the expected date.

Let us recall the fact that the first model laboratory tests of the Kormoran II minehunter began a few weeks after the contract was concluded, in September 2013. In April 2014, a ceremony of cutting the first sheets for the ship took place (the hull is created out of non-magnetic steel). On 15th of to September 2014, on the anniversary of signing the contract, the keel-laying ceremony took place. The hull of the ship left the assembly hall on May 3rd 2015 and was prepared for launching. - Poland is going through changes, the unattended areas are beginning to shine – however, considering all of the above, one should still remember about defence - said Polish PM Ewa Kopacz during the ceremony. - The new ship will without any doubts increase the sailing safety along the sea routes, as well as within the marine training areas - she pointed.

- A decision was made by my government to increase the budget of the Ministry of Defence, up to the level of 2% of GDP. These 2% are going to be seen in the 2016 budget. Thanks to that we are able to modernize the Polish Army. When it comes to the Navy, the planned expenditure reaches the amount of PLN 16 billion, throughout the upcoming 10 years. This is our priority - she added.

- I want to wish us that we never needed this type of equipment within the scope of establishing our security, however, in a situation in which we are in possession of the said equipment, constructed on the basis of the innovative, Polish technologies, we are aware of the fact that should a need arise, the equipment would be capable of effective defence - Mrs Kopacz emphasized. According to initial plans the proper, desired strength of Polish Navy will be secured with 12 new ships in four classes: three multipurpose attack corvettes / coastal defence ships ("Miecznik"), three submarines ("Orka"), three patrol vessels ("Czapla") and three minehunters ("Kormoran"). Three corvettes and three patrol vessels are planned to be commissioned until 2022. A year later the last of planned submarines is expected to be in service.

So far the most advanced program execution is seen in the "Kormoran II" minehunter class. The first unit of this class is under construction at Remontowa Shipbuilding. The ship is expected to go into service in 2016.
This technical operation relates to the AHTS vessel being under construction at Remontowa Shipbuilding for Canadian-Norwegian joint venture Secunda Canada, destined for operation in harsh environment conditions.

As it is the case with other similar vessels the tasks of the AHTS will include, among the others, handling offshore platforms, which means towing, anchors handling, the transport of loose cargo and due to Fire Fighter Class I system participating in rescue and fire fighting actions. She will also have AHT winch that has a minimal boltard pull of 140 tons.

The vessel will operate in tough, arctic conditions in the area of Newfoundland and Labrador and that is why it will have a ICE-1C type ice class with the feature of breaking the ice cover up to 60 cm.

The contract concerning the construction of the watercraft was signed by the shipyard on the 8th of May 2014, two months later – on the 15th of July flame cutting of first plates started and the keel was laid on the 15th of September. The hull was constructed on our order by Gdańsk Shipyard. Upon the assembly completion it was shifted on the deck of a semi-submersible barge REM Lift 24000 which for the first time functioned as a transport and at the same time construction platform on which the construction of AHTS ship was continued.

Both the operation of shifting and the latter launching were innovative. AHTS ship’s hull was rolled from mainland onto the barge by its side, parallel to the quay and then it was towed away to Remontowa Shipbuilding shipyard where during 1,5 month further works were carried out.

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The continuation of the construction of the ship that was on REM Lift 24000 barge included equipping it with machinery and ship devices, the assembly of propulsion, rudders and shafts. Moreover, maintenance and painting works were continued on the full scale.

On the 29th of July this set was towed to the quay of Remontowa Shiprepair Yard where docking the ship on the floating dock first took place and then the launching. Prior to the operation of shifting the ship, REM Lift 24000 barge was positioned with its stern to the dock and upon proper ballasting when its deck caught up with the deck of the dock, the barge was joined with it with special beams.

The ship was shifted on earlier installed rails. Just after the complete shifting on the dock on the 30 of July this year, standard undocking the vessel took place. Due to very precisely

Multi-purpose arctic AHTS vessel already afloat

Innovative launch
prepared instructions and calculations the shifting operation was very efficient, the preparations for its starting up were much longer. Upon launching AHTS ship was towed to Remontowa Shipbuilding again and moored to the quay where further equipment works were carried out.

Further devices and machines were inserted, among the others a port unit, a boiler, pumps and electrical cabinets. In another stage in the engine room there were installed countershafts, generators, transmissions, main engines and units. In September a superstructure was installed on the ship. The whole technical project and the part of

The overall length of the vessel will be 87.3 meters with a beam of 20 meters and a deadweight of approximately 4000 tons.

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The Rolls-Royce Wave Piercing hull will cut through the waves, minimizing the green water intake and ensure a safer and more comfortable journey. The robust hybrid propulsion system will increase the vessel operational flexibility and reduce fuel consumption. The AHTS will be built according to Rolls-Royce Marine design featuring a Rolls-Royce integrated power and propulsion system.

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customer magazine

Representatives of the companies awarded in the „Wprost” during gala in Warsaw.
Photo: Grzegorz Landowski

Andrzej Wojtkiewicz, the CEO of Remontowa Shipbuilding (on the right) with “2015 Forbes’ Diamond”

In turn, Forbes monthly magazine has published the results of “2015 Forbes’ Diamonds” ranking. In this ranking were honoured the companies that in years 2011-2013 achieved an average annual value growth at the level of at least 15 percent. The winner in Pomerania [Pomorze] was Remontowa Shipbuilding SA. During a ceremony held at Radisson Blu hotel in Gdańsk on the 23rd of June this year the award was received by Andrzej Wojtkiewicz, the CEO of the shipyard.

As it was written in Forbes: “(...) the face and the symbol of the reconstruction of shipyard industry in Poland is Piotr Soyka, the chairman of Remontowa Holding, a manager with over 40-years of experience in the shipyard business,” stressing that Remontowa Holding “today propels not only the shipyard, but also all Pomeranian business. The holding company is made up by two of the six the fastest developing big companies in the region – Remontowa Shipbuilding and Remontowa Shiprepair Yard. The income of the first of them in years 2011-2013 increased by 89,93%, which gave it the first place in this year ranking of Pomeranian Forbes’ Diamonds and the fifth place in general Polish list. It is a subsequent comparison list in which the company achieves a significant rising. In year 2013 it was rated on the second position among medium companies and last year it held the second position among large companies. In year 2015 it outclassed all its rivals (...).”

In turn, Remontowa Shiprepair Yard held the sixth position among the largest companies from Pomerania.”

...
Remontowa Shipbuilding 70th Anniversary gala in Gdansk

1000 Vessels built!

Remontowa Shipbuilding SA belonging to the Remontowa Holding capital group celebrates 70 years of activity. On Friday, June 26, 2015 in the “Wybrzeże” Theatre in Gdansk a great gala was held, which also honoured the employees of the largest Polish commercial vessels and naval ships building yard.

The ceremony was attended by several hundred people. Among the guests were: speaker of the Polish Senate Bogdan Borusewicz, deputy governor of the Pomerania Michał Owczarczak, Pomorskie Voivodship marshal Mieczysław Struk, the mayor of Gdansk Paweł Adamowicz, the chairman of the board of Gdansk Region “Solidarity” trade unions Krzysztof Dośla, as well as deputy director of the department of armaments policy in the Ministry of National Defence Witold Jagielło. The ceremony was also attended by the shipowners, representatives of cooperating companies, academia, business representatives and shipyard workers.

Remontowa Shipbuilding, formerly known as the Northern Shipyard (Stocznia Północna) is one of the two largest companies in the Remontowa Holding capital group, the second largest shipbuilding group in Europe, employing a total of over 8,100 employees.

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The historical development of the shipyard and its current position in Poland’s biggest shipbuilding corporation was presented in a speech given by the president of Remontowa Holding Piotr Soyka.

Remontowa Shipbuilding became a member of the Remontowa Group after purchasing, in 2001, of nearly 100 percent of shares from banks and Centromor. We bought the shipyard empty, with old machines, no ships, no customers and no newbuilding projects.

Chairman of Remontowa Holding Piotr Soyka (left) and CEO of Remontowa Shipbuilding Andrzej Wojtkiewicz with the Pomeranian Griffin, presented by marshal Mieczysław Struk.

Photo: Grzegorz Mehring

Representatives of the Polish Senate, provincial authorities, local government, and Polish shipowners, as well as Remontowa Holding in “Wybrzeże” Theatre.

Photo: Grzegorz Mehring

Chairman of Remontowa Holding Piotr Soyka (left) and CEO of Remontowa Shipbuilding Andrzej Wojtkiewicz with the Pomeranian Griffin, presented by marshal Mieczysław Struk.

Photo: Grzegorz Mehring

- Remontowa Shipbuilding is nowadays among the leading shipyards in Europe and, depending of the ranking, occupies various positions in the top 5 yards. It is a profitable company and reaches more than EUR 200 m revenue.

- Remontowa Shipbuilding became a member of the Remontowa Group after purchasing, in 2001, of nearly 100 percent of shares from banks and Centromor. We bought the shipyard empty, with old machines, no ships, no customers and no newbuilding projects. The shipyard was on the verge of bankruptcy. […] Step by step we have been
upgrading and modernizing the shipyard. [...] From that time until today, the shipyard has built and sold more than 180 modern vessels.

In 2011 we changed its name, also strengthening the brand, by adding the word “Remontowa”, which is the best known brand of Polish maritime economy worldwide.

In recent years, Remontowa Shipbuilding became part of the Remontowa Holding capital group. Remontowa Holding further invested more than EUR 25 m modernizing the yard. We built, among others, modern centers of ships assembly and launching equipped with the largest gantry crane in Gdansk and we built the most advanced shipbuilding facility for naval ships.

[...] Remontowa Holding is the best of top Polish exporters for 2014, as well as the single largest tax payer in Pomorskie region, and the 18th largest tax payer in Poland. To the very large extent we owe this position to Remontowa Shipbuilding achievements - Piotr Soyka emphasized.

In turn, the current activities of the Remontowa Shipbuilding were discussed by the company’s CEO Andrzej Wojtkiewicz.

- Unquestionable support for us is the opportunity to act within the Remontowa Holding group. The company formed by the leading figure of the Polish industry, financed 100 percent by Polish private capital, represents more than twenty companies involved in the marine industry. Cooperation within the holding gives us the ability to offer comprehensive technical solutions with the final product being a fully equipped, modern, complex ships. [...] Wojtkiewicz also described the current backlog, to be completed until 2016. Currently under construction or on order at the yard there are laying, recovering and maintenance of subsea power cables vessel for offshore wind farms, LNG powered Platform Supply Vessels, AHTS, the task of which will be protecting offshore installations by alternation of icebergs course in the region of Labrador and Newfoundland, ferries for Canada and Estonia, minehunter for the Polish Navy, as well as the three-masted frigate for the Algerian Navy cadets that will be the thousandth ship to be launched at the yard.

- Today, despite the huge competition, we build about 10 modern ships of different types per year, which translates into revenue of more than EUR 200 million. Orderbook filled until the end of 2016 provides employment to more than two thousand shipyard workers and companies cooperating with it - Wojtkiewicz said.

During the gala, from the scene, many warm words have been sent about the people who make up today’s Remontowa Shipbuilding.

After the official part, Perfect - the renowned Polish rock band guest starred on the scene of the “Wybrzeże Theatre” withing Remontowa Shipbuilding gala. After the concert given by rock stars, the jubilee banquet was held at the theater foyer, including a birthday cake and many more thanks, emotions, memories and wishes exchanged...
New modern hulls assembly line opened!

On May 14, 2015, Remontowa Shipbuilding, belonging to the Remontowa Holding capital group saw celebratory opening of a new ship hulls assembly line with modern gantry crane. This investment boosts production capacity of the shipyard.

The investment is not only destined for hull assembly, but it also has a purpose in ship launch operations.

Currently as many as 18 ships at varied stages of production and of various types are under construction at Remontowa Shipbuilding. These include offshore support vessels, car and passenger ferries and cargo vessels, including LNG fuelled ships and ships for operation in harsh arctic conditions, in addition to a minehunter for the Polish Navy and a training sailing vessel for a foreign customer.

Remontowa Shipbuilding SA is currently the largest newbuilding yard in Poland, celebrating 70th years of operation in 2015. Over this period nearly 1000 ships have been delivered. The yard is also one of the most popular employer in the Pomeranian region.

Orderbook portfolio, filled until the end of 2016, provides employment for over two thousand yard’s employees and subcontractors. The new investment enhances the production capabilities of the yard, thus generating more workplaces.
Transport of the section for the construction of 856/3 platform supply vessel

1500 tons of steel arrived

As much as 1500 tons weighed two huge constructions that arrived at Remontowa Shipbuilding on the 16th of May from Szczecin. They will form the amidships of the constructed B856/3 platform supply vessel that is the third ship from the series of four PSV’s with LNG propulsion, ordered by Norwegian Siem Offshore ship owner.

The operation of shifting of these constructions from the specialist barge onto an assembly plate lasted several hours – it was completed in the morning on the 17th of May. A similar operation of shifting heavy blocks and sections with the total weight of 1000 tons from the barge-pontoon into the place of ships assembly took place last year at the end of November. When the constructions for building B856/2 ship arrived from Szczecin.

However, these constructions were a record in terms of weight, because the blocks were already partly equipped with devices and elements that could be installed at this stage, among the others pipelines, foundations, dry bulk tanks, cable stands, etc.

The nominal weight of larger block comprising of four ground and four side sections amounted to 814 tons and with the equipment 950 tons. The second block had a nominal weight of 495 tons and with the equipment 550 tons. This means that the total nominal weight of the shifted blocks amounted to 1311 tons, but with the equipment it was over 1500 tons! Despite great weight the technology of shifting the assembly plate was similar to the above mentioned transport last year in November.

As regards the remaining ships constructed under this contract, then of course the most advanced stage of work was at the first ship B856/1 from the series, which was scheduled for delivery in October 2015. However, as it comes to B856/2 ship (the hull was launched in May), when we went to press in September 2015, the ship was in the final phase of outfitting. The two further vessels (no. 856/3 and 856/4) were expected to be launched in September and October 2015 respectively.