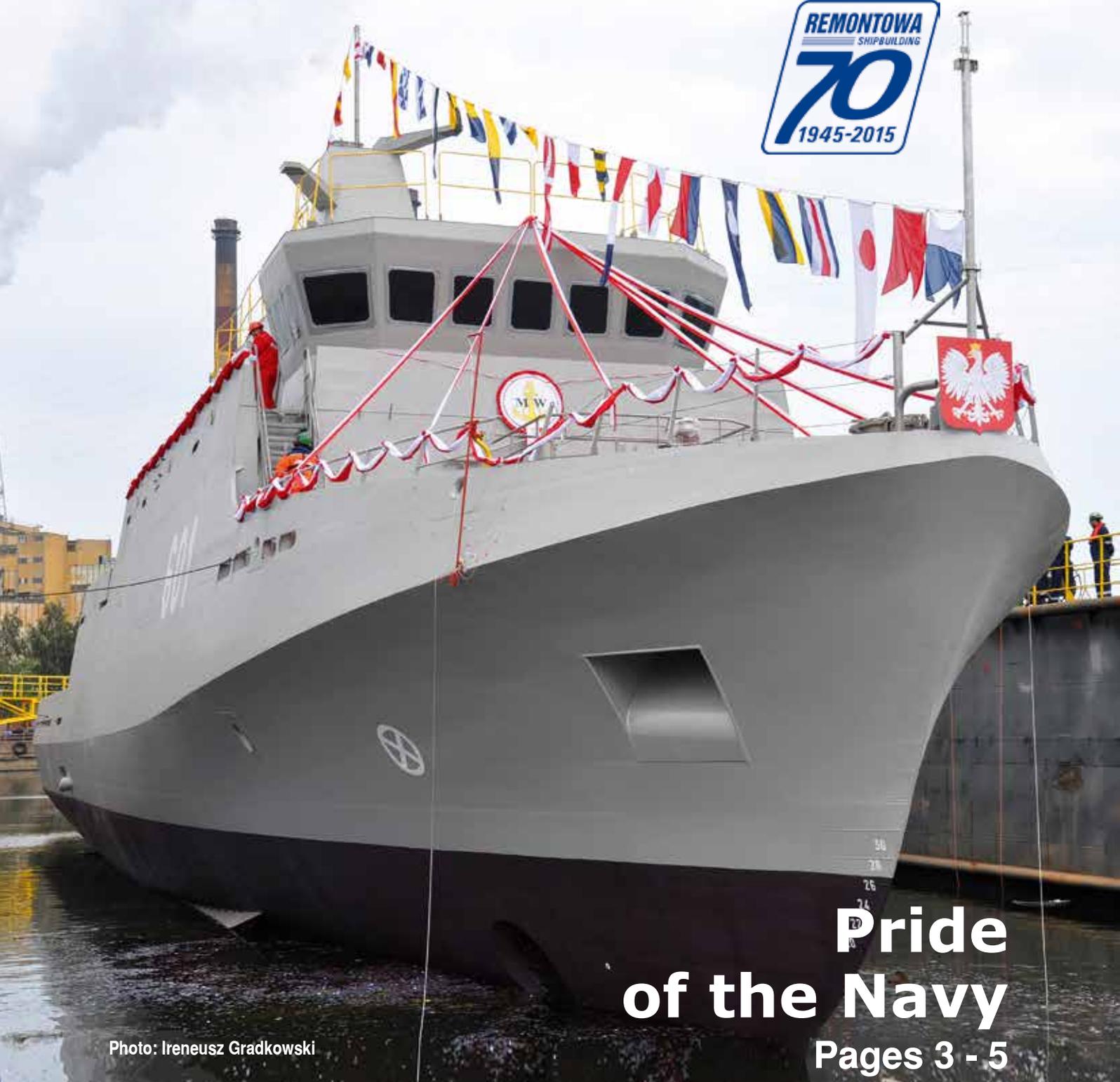


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Photo: Ireneusz Gradkowski

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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 per cent.

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 SA and it is worth 65 million Euros (in comparison - a 220-meter-long container carrier costs an average of 25 million Euros).

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 /kg)!

Polish companies supply equipment for such ultra-modern ships, among other, 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.

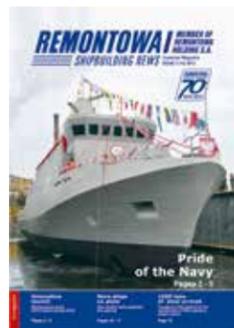
In the 1990s the products we sold were mainly thousands of tonnes of steel. Currently, our commodity is of technical significance. It is the Polish technical idea of designers, computing centres, research centres, and engineers connected with the national workmanship which provides competitiveness and 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.

Recently, the shipyard 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 1000th ship in our track record is a three masted frigate to serve the Algerian Naval Academy cadets in improving their marine craft and navigational skills. Fulfilling military orders we are going back to the roots...

Grzegorz Landowski
Editor-in-Chief

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The minehunter lowered into the water.
Photo: Ireneusz Gradkowski

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

Pride of the Navy

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.

- Sail the Oceans and the Seas, be the proof of reputation of the Polish shipbuilders and sailors. I hereby christen this ship: Kormoran - Maria Karweta, the minehunter's godmother said, when she began the launch ceremony of the Polish ORP *Kormoran* minehunter.

The ceremony was attended by PM Ewa Kopacz, Deputy Prime Minister, Minister of Defence Tomasz Siemoniak, Deputy Minister of Defence Czesław Mroczek, General Commander of

the Armed Forces, General Miroslaw Rózański, Navy Command staff, honorary guests, veterans, subcontractors as well as numerous local authority representatives and management boards of the Remontowa Holding's companies, not to mention hundreds of the shipyard's workers, inhabitants and - last but not least - Military Orchestra of the Polish Navy.

The event began with the report submitted to the Remontowa Ship-

building 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.

The partly outfitted and painted hull of the ship, however lacked the external equipment featuring no antennas



From the left: Deputy Prime Minister Tomasz Siemoniak, provincial deputy governor Michał Owczarczak, Prime Minister Ewa Kopacz, Chairman of Remontowa Holding Piotr Soyka and CEO of Remontowa Shipbuilding Andrzej Wojtkiewicz. Photo: Piotr B. Stareńczak



A dress parade of the Polish Navy's honour guard. Photo: Ireneusz Gradkowski

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. Secondly, 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 pro-

cess 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 confirms that the ship is going to be handed-off on the expected date.

Let us recall the fact that the first model laboratory tests of the Kormo-

ran 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 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, let's hope that need is not going to arise, the

equipment would be capable of effective defence - Mrs Kopacz emphasized.

Let us remind, that of nearly PLN 140 billion that are planned to be spent on military forces and defence until 2022, over 16 billion is destined for renewal of the Polish Navy. After almost 20 years of negligence and no investments, the opportunity emerges to strengthen Polish Navy with modern ships to take an important part in defence system of Poland.

So far, in recently started Polish Navy modernization program execution, companies belonging to the Association of Polish Maritime Industries (Forum Okrętowe), member of SEA Europe are taking the lead with Remontowa Shipbuilding as a leader of the consortium (two remaining members are CTM nad Naval Shipyard).

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



The minehunter's Godmother Maria Karweta with future crew of ORP Kormoran. Photo: Ireneusz Gradkowski

Multi-purpose arctic AHTS vessel
already afloat

Innovative launch

As another important milestone in the construction of an arctic AHTS vessel had been reached, quite unusual operation was executed. The assembled hull of the ship was transferred onto a semi-submersible heavy lift barge and then launched.

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 bollard 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.

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



The hull while being shifted onto the heavy semi-submersible barge.
Photo: Ireneusz Gradkowski

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

a working project is performed by Norwegian office Rolls-Royce Marine. This company also delivers a large package of devices and machines for the ship – propulsion, propellers, engines, anchor windlasses, etc.

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.

The overall length of the vessel will be 87,3 meters with a beam of 20 meters and a deadweight of approximately 4000 tons.

The ship is constructed with a significant share of cooperation companies. Remontowa Hydraulic Systems from Remontowa Holding supplies bulkhead door and hydraulic systems, PBuch company makes the ventilation and air-conditioning systems.

The vessel being built for Secunda Canada is due for delivery in December 2015. She will be chartered to one of the largest oil companies in the world - ExxonMobil. ●



The AHTS' hull while being moved from the barge into a floating dock.
Photo: Ireneusz Gradkowski

The victory in the economic rankings of Wprost weekly magazine and Forbes monthly magazine

The best Polish exporter

On the 16th of June this year in Warsaw the chairman Piotr Soyka received the award for Remontowa Holding capital group that took the first place on the list of the best Polish exporters in the ranking of one of the greatest opinion forming media in Polish publishing market – Wprost Weekly Magazine.



Tomasz Wróblewski, "Wprost" weekly editor in chief (left) and Piotr Soyka, the chairman of Remontowa Holding SA.
Photo: Grzegorz Landowski

In turn, on the 23rd of June during the official ceremony in Gdańsk "2015 Forbes' Diamonds" were handed over to the companies from Pomeranian province. The best among the biggest companies was Remontowa Shipbuilding SA.

In the ranking of Wprost weekly magazine from 200 the biggest companies

with Polish capital, 100 the best exporters were selected who have sold goods for nearly PLN 170 billion, which corresponds to one quarter of Poland's export in 2014. Among the best companies in terms of foreign sales there was Remontowa Holding SA Capital Group, which took the first place on the list of 100 best Polish exporters in the category of "Polish Ambassadors".

The position of companies on the list depended on the amount of income and the dynamics of their growth. As emphasizes "Wprost" magazine, private companies develop much faster than state-owned companies and they constitute 82 percent of all companies on the list.

In the quotation hall of Stock Exchange in Warsaw the prizes were



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

panies there are people who invested all their lives in order to strengthen the democracy and the continuity of democratic changes – he stressed.

It is the greatest success of Remontowa Holding in the history of economic press rankings organized by Polish mass media. Over the last several years this biggest Polish shipyard concern has always been graded high, however among Polish exporters it won for the first time. At the same time Remontowa Holding is the only Polish shipyard group among 100 the best exporters of Wprost weekly magazine, outrunning also other big companies operating in Poland.

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 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.” ●



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

handed over by editor-in-chief of Wprost Weekly Magazine - Tomasz Wróblewski, the chairman of Stock Exchange - Paweł Tamborski and Arkadiusz Bąk – a junior minister at Ministry of Economy that provided sponsorship for the ranking.

- The feature of the awarded by “Wprost” companies is that they are in

the possession of Polish capital – said the editor Tomasz Wróblewski during Warsaw ceremony. – It is a special group of companies that constitutes the skeleton of our freedom and takes responsibility for democratic structures. If the last 25 years of market transformation is to have some kind of sense, then what counts is not only the sense

of getting rich, but it is also important to be transformed from observers, ordinary market consumers into alligators of market, also this global market.

The chief of “Wprost” reminded that private entrepreneurs provide the funding of “not always the cheapest system” which is especially seen in the electoral period. – At the end of these com-

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.

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

Photo: Grzegorz Mehring



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 Jagiełło. 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.

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

- 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

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





The ceremony was attended by several hundred people.
Photo: Ireneusz Gradkowski



Perfect - the renowned Polish rock band sang its greatest hits.
Photo: Ireneusz Gradkowski

Krzysztof Dośła representing the „Solidarity” trade unions, with the statue of „Winner Worker” presented to president Piotr Soyka.
Photo: Grzegorz Mehring



Piotr Soyka cutting the cake...
Photo: Ireneusz Gradkowski



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, mine-hunter 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!



Grażyna Henclewska, undersecretary of state in Ministry of Economy, Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding SA and Piotr Soyka, chairman of Remontowa Holding SA performed the symbolic opening of the new investment. **Photo: Piotr B. Stareńczak**



The new assembly plate in its entirety. **Photo: Ireneusz Gradkowski**

More ships on plate

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.

Undersecretary of state in Ministry of Economy, Grażyna Henclewska, along with accompanying representatives of Department of Innovation and Industry were among those attending the ceremony.

Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding SA could not hide his

satisfaction drawn from the new investment. He emphasized that the completion of this investment represents a kind of crowning of the investment programme being implemented for a couple of years at the yard, enabling to intensify production and to build even more state of the art and complex, advanced vessels.

Piotr Soyka, chairman of Remontowa Holding SA and congratulated the shipyard's management and all employees on the occasion of the swift completion of the new assembly line construction. He emphasized that this was an important and joyful day, as the shipyard was equipped with modern production line enhanced with a new gantry crane of 300 t SWL.

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.

The new production line, located alongside the existing first similar assembly line operated for a couple of years now, will be functioning independently. It is destined for assembly of blocks into hulls of up to 130 m in length and skidding or rolling the hulls onto an adjacently moored floating

dock or a heavy-lift submersible barge for launching.

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.

Remontowa Holding SA is the Poland's largest marine capital group, leader of the industry in the Pomeranian region and one of the largest employers in Poland. The Hold-

ing manages two shipyards and a wide range of companies active in shipbuilding, ship repair, conversions and offshore markets, including Remontowa Marine Design - one of the Europe's largest naval architecture and marine engineering consultants, Remontowa Hydraulic Systems (former Hydroster), Remontowa LNG Systems (former FUE Rumia), Remontowa Marine Services (marine electronics), Famos (ship's furniture), Remontowa Lighting Technologies (former Polam-Rem), as well as companies specialized in anti-corrosive protection and others.

This wide variety of products and specialist services allow to provide one-stop solutions for the whole market. The capital group employs the workforce of over 8100. ●

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.



Two heavy blocks were shifted from a barge onto an assembly plate.
Photo: Ireneusz Gradkowski

The operation of shifting of these constructions from the specialist barge on which they arrived into the 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 greater weight the technology of shifting the construction from a barge into an assembly plate was similar to the above mentioned transport last year in November.

As these two above mentioned blocks that form the amidships had

arrived from Szczecin, the assembly of them was performed as well as the assembly of a stern and a bow that were constructed by a company from Gdynia.

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. ●



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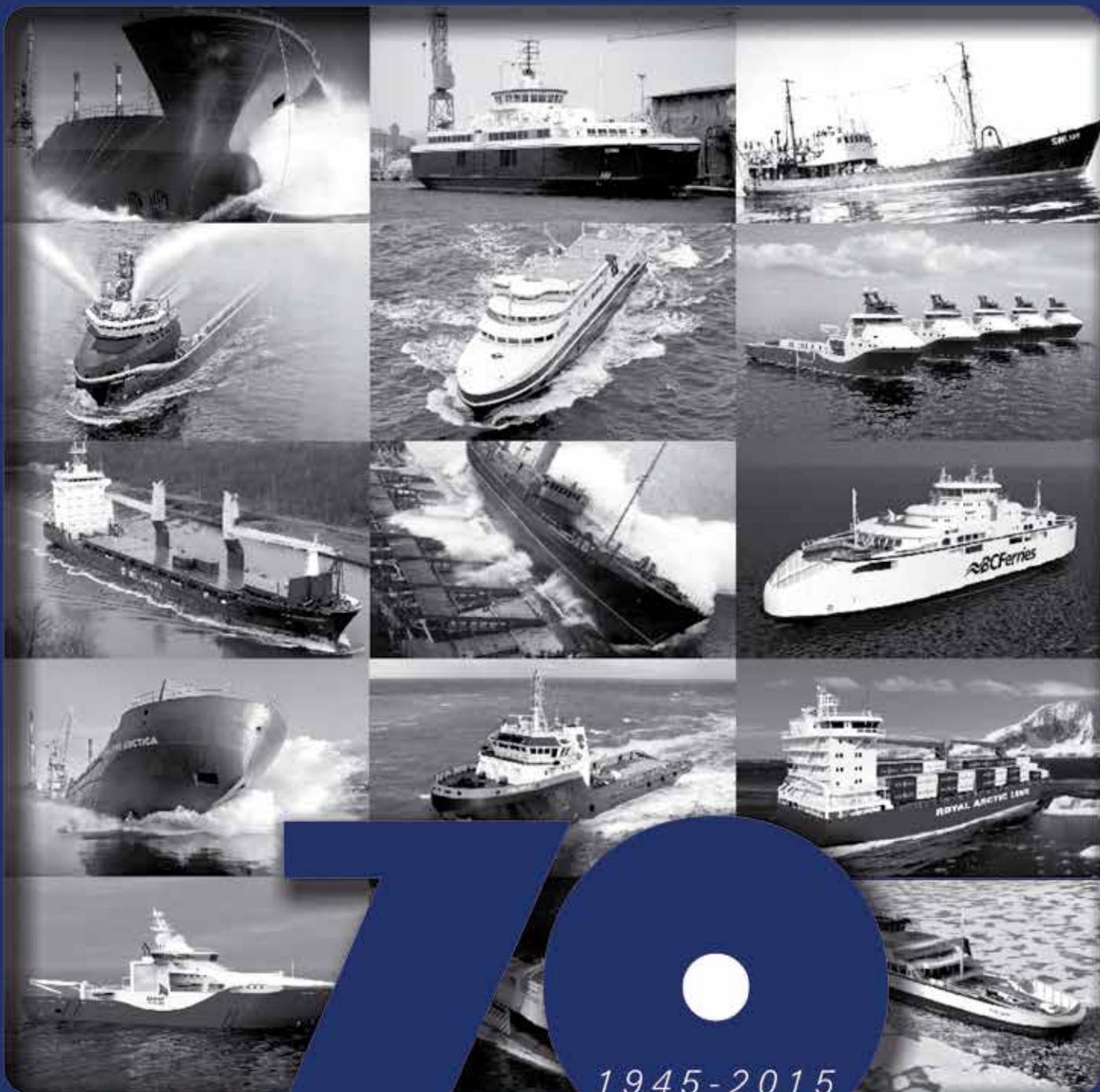
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