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Ships sailing on wind and gas

The thousandth launching of a vessel, which took place in November 2015 in a symbolic way summarizes one of the most busy years and periods in our recent history. It was also an outstanding event in the year 2015 in which we have celebrated the 70th anniversary of our shipyard.

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In November 2015 several thousands of spectators from all over the country flocked to the Remontowa Shipbuilding's facilities and surroundings where they had a rare opportunity to admire a spectacular side - launching of a sailing training ship for the Algerian Navy.

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Editorial

Ships sailing on wind and gas

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Editorial
The new Salish-Class ships will replace vessels that are at the end of their life cycle. The first ferry will replace the 50-year old Queen of Burnaby on the Comox - Powell River route. The second ship will replace the 51-year old Queen of Nanaimo, sailing on the Tsawwassen - Southern Gulf Islands route. The third ferry will be used to augment peak and shoulder season service on the Southern Gulf Islands route, and provide relief for the fleet.

The ships are being built as dual-fuel, capable of running on liquefied natural gas (LNG) or ultralow sulphur diesel. Using primarily LNG to fuel the new ships will result in reduced emissions and reduced costs for BC Ferries. BC Ferries use of LNG will result in the reduction of an estimated 9,000 metric tonnes of carbon dioxide equivalent per year, the same as taking 1,900 passenger vehicles off the road annually because LNG is cleaner burning than marine diesel.

- This marks a major milestone in building our new ships, as we honour maritime tradition with the official naming ceremony for the Salish Orca - said Mike Corrigan, BC Ferries' President and CEO during the naming ceremony on March 5, 2015. The Canadian Silver Dollar coin commemorating the 50th Anniversary of the Canadian Maple Leaf as the official flag of Canada was welded into place in the hull for its service life by vice president Responsible for the delivery of safe, efficient and dependable ferry service along coastal British Columbia.

Under contract to the Province of British Columbia, BC Ferries is the service provider responsible for the delivery of safe, efficient and dependable ferry service along coastal British Columbia.

It is worth recalling that steel cutting for the first Salish-Class vessel took place in official ceremony at Remontowa Shipbuilding, on the 16th of January 2015. The above was followed by the symbolic ‘keel laying’ and “lucky coin” ceremony on March 5, 2015. The Canadian Silver Dollar coin commemorating the 50th Anniversary of the Canadian Maple Leaf as the official flag of Canada was welded into place in the hull for its service life by vice president Responsible for the delivery of safe, efficient and dependable ferry service along coastal British Columbia.

Senior Chief Steward on the Queen of Burnaby.
- Sail the seas and oceans, glory the good name of Polish shipbuilders and bless all who sail in her. I name this ship Salish Orca - she said and broke a bottle of champagne against the hull.

The event was honoured by an excellent concert given by Gdansk-based the Representative Band of the Regional Maritime Unit of the Border Guard of the Republic of Poland.

Salish Orca afloat shortly after its christening.

Photo: BC Ferries
Three questions to the ship’s godmother

She is gorgeous!

Upon the ceremony we talked to Margaret McDonagh, who named the new ferry Salish Orca.

How do you feel as a godmother of such a ship?
- Absolutely wonderful! It’s an honour and I’m so proud... I’ve never imagined that I would be able to do something like this. The shipyard has done a beautiful job on this ship, I’m so proud...

The Salish Orca will replace the Queen of Burnaby, so which you are playing the role of Senior Chief Steward. What will be your duties on the new ferry?
- Quite similar. I will be in charge of her when she goes operational for the catering. I don’t know how big the catering department will be yet... We will be as big as we need to be. We have a lot of services available on the ship and I’m looking forward to it.

The ship hasn’t been ready yet... but you have probably seen the artist impression or design drawings of her. What do you think about its outlook?
- It’s an absolutely elegant ship. I love the design of it and she is gonna look absolutely beautiful on the Salish Sea. It’s gorgeous!

7100 entries submitted in the BC Ferries’ contest

The names which honour the Coast Salish people

As The Times Colonist, the oldest daily newspaper in Western Canada revealed in July 2015, the new Salish class vessels under construction at Remontowa Shipbuilding will be called Salish Orca, Salish Eagle and Salish Raven.

- These names honour the Coast Salish people and truly reflect both the West Coast travel experience and the culture of British Columbia - Mike Corrigan, B.C. Ferries president and chief executive officer told the newspaper. - We worked heavily with the First Nations throughout the process - he emphasized, explaining that each ferry will feature an exterior First Nations design that reflects its name. The interior will also showcase First Nations art.

It was reported, that in the BC Ferries’ contest, a total of 7,100 entries had been submitted, representing close to 21,000 names. Nine entrants submitted one or two of the full names that were picked. Draws were held to choose the contest winner for each name.

The naming announcement was staged in the First Nations Gallery of the Royal BC Museum, where a canoe and other artifacts were on display. Representatives from the Songhees, Esquimalt and Nanaimo First Nations attended.

The Salish Orca will replace the 50-year-old Queen of Burnaby, The Salish Eagle will replace the 51-year-old Queen of Nanaimo and start serving the Tsawwassen-Southern Gulf Islands route in early 2017, while the Salish Raven is expected to follow in 2017. It will also serve the Southern Gulf Islands.

Three questions to the ship’s godmother

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An artist’s rendering of a BC Ferries Salish-class vessel, scheduled to go into service late next year. Illust.: BC Ferries
The thousandth launching!

Saturday, November 7th, saw several thousand spectators admiring the side launching of the sail training ship to be named El-Mellah, which took place at Remontowa Shipbuilding yard.

At noon, the 110-meter-long ship slid rapidly into the water, making it the thousandth launching in the 70-year-long history of the company.

The bridge adjacent to the shipyard area was not the only place from where people could watch the celebrations, as on that day the shipyard gates were open for anyone who was willing to take part in such an extraordinary event.

The ship will be named El-Mellah, which means “Sailor” in Arabic, with the ship’s side number being 938. Living up to its name, it will be used by naval academy cadets to improve their marine and navigation skills. Additionally, like the majority of sailing ships, it will play a representative role abroad as well as participating in competitions, regattas and international meetings.

The ship has been built for the Algerian Navy. Due to technological reasons the sailing ship was launched without masts.

The three-mast frigate is a meter longer than Dar Młodzieży, already familiar to many tall ships enthusiasts around the world. The length of the hull including bowsprit will be 110 m, while the tallest of its masts will be 54 meters. The unit is 14.5 meters wide. Its sails surface is 3000 sq. m and the ship will be able to reach a top speed of 17 knots. It can take 222 people onboard. One of the masts of El-Mellah will also be a funnel, thus fumes being discharged through side exhausts will no longer be a problem for the crew.

Dar Młodzieży is also one of Choreń’s designs (more about the constructor on page 12).

The ship is expected to be delivered at the end of 2016.

- For several years, Algeria has been the most important Polish partner on the African market. The ship will constitute proof of our relations, both political and economic - said Col. Driss Bouraoui of the Algerian Navy in a Spectacular side-launching of the sailing ship for Algerian Navy. Photo: Jakub Bogucki.
speech on the occasion of the launching ceremony.

CEO of Remontowa Shipbuilding Andrzej Wojtkiewicz said during the event that ship launching ceremony is important not only because of the fact that it is the thousandth unit constructed in the yard.

- This ceremony coincides with the celebration of the 70th anniversary of our establishment. Also the customer is special, because the Navy Algeria is not a client, which can be found every day, not only in Polish shipyards, but even in Europe.

He added, that the contract with the Algerians aside from the construction of the ship, also includes training future members of the crew and cadets. It will be carried out in collaboration with the Maritime Academy in Gdynia and will last six months. The CEO explained that as a part of the training Algerians will cruise a few weeks on its sister unit Dar Młodzieży in the Baltic Sea, under the supervision of Polish specialists.

- The ultimate goal of the training will be an independent cruise sailing to their country - Wojtkiewicz emphasized. The construction of the unit will continue until the fall of 2016, then training will began.
He is 74 years old and... too busy to go sailing

In love with tall ships

Polish naval architect Zygmunt Choreń, who has designed a training ship for cadets of the Algerian Navy under construction at Remontowa Shipbuilding is one of the most famous designers of sailing ships in the world.

He was born in 1941 in the village of Brzozowy Kąt in Podlasie. He graduated from the Gdańsk University of Technology and then in the construction office of the Gdańsk Shipyard, where in 1978 he became chief engineer of sailing ships.

He designed and supervised the construction of sailing ships, under the flags of Poland, Bulgaria, Russia, Ukraine, Germany, Finland, Japan and Panama, among others, Pogoria, the Dar Młodzieży (and five similar units for the USSR), Fryderyk Chopin, Oceania, the Royal Clipper and Le Quy Don (built recently in Gdańsk for Vietnam) and El Mellah launched in Remontowa Shipbuilding shipyard in Gdańsk. He is also the captain of a yacht. In the years 1973-1974, as a member of the crew of the Otago yacht, he took part in the first Whitbread Around the world. He has been running his own design company in Gdańsk known as Choren Design & Consulting since 1992.

Choreń’s first sailing ship, built in 1980 by the Gdansk shipyard, was Pogoria, a small barque training sailing ship. It was a sort of forerunner to building a series of large training frigates. Dar Młodzieży was to be a prototype and a gift for the Maritime School in Gdynia (now Gdynia Maritime University). The design of the barque interested our Navy, and also the Bulgarians. In 1982, the Higher Marine School in Gdynia (now the Naval Academy in Gdynia) built ORP Iska, and the Kaliakra two years later for the maritime school in Varna.

The Dar Młodzieży was handed over to WSM Gdynia in 1982. Then her five sister frigates were taken over by a nautical school in the former Soviet Union between 1987-1991. Today, three of them are owned by Russia and two by the Ukraine. The brig, Fryderyk Chopin is a classic sailing ship built in 1991, by the Dora company for Szkoła pod Żaglami and rebuilt in 1988 as a three-masted training barque of Alexander von Humboldt; a 90-year plus-old German lightship.

The Oceania, a new generation sailing ship of remotely operated sailing lobbies, was a three-lobed research vessel from the Polish Academy of Sciences. The Gdansk Shipyard built it in 1985.

The Royal Clipper was in installed at the Gdansk Shipyard, and rebuilt by the Gdansk Naval shipyard and equipped in 2000 by the Merwe shipyard in Rotterdam. It is owned by Star Clippers cruises and sailing takes place around the Caribbean and Mediterranean seas.

Currently, in 2015, an even bigger ship, designed by Choreń, a replica of the legendary ship France II, which was sunk by US aircraft in 1944, is under construction in Croatia. The five-masted giant, which will be 146 meters long and can accommodate 300 passengers, will differ from the original elements in respect of the safety of cruise and passenger comfort. It is to be launched in 2017.

Let us return to the El-Mellah sailing ship which is being constructed by Remontowa Shipbuilding. We asked Zygmunt Choreń what distinguishes this project from those of other sailing ships.

- The very nature of this ship is much similar to Dar Młodzieży. It differs in that the exhaust on the latest vessel for Algeria is designed in one of the masts, while the Dar Młodzieży has side exhausts through the right and the left side. The other is the layout of rooms, their length and width, in this case the difference is caused by the superstructure, which arrose on El-Mellah, and in order to meet the stability requirements, it was necessary to increase its width.

- Including Pogoria which was your first in 1980 up to the aforementioned El-Mellah, you have designed twenty sailing ships already! Which one is the ship of your dreams?

- I think it is the Royal Clipper. It has almost 5000 square meters of sail, which supports a maximum of five sailors on board. The whole thing is automated, because the 100 plus man crew which is mainly there in order to take care of passenger comfort. In addition, the ship has a nice shape.

Estelle, the experimental sailing ship, is merchant ship with sails, which was built in a Finnish shipyard in 1995.

The five-mast frigate Royal Clipper and the three-masted gaff schooner Mephisto, built in 2002, are part of Choreń’s projects of comfortable passenger sailing ships. The Royal Clipper is the world’s largest classic cruise sailing boat, recorded in The Guinness Book of Records. Its hull (ex - Gwarek) was installed at the Gdansk Shipyard, and rebuilt by the Gdansk Naval shipyard and equipped in 2000 by the Merwe shipyard in Rotterdam. It is owned by Star Clippers cruises and sailing takes place around the Caribbean and Mediterranean seas.

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The Princesse Isabella ferry is the Danish ship of the year!

Construcuted in our shipyard for the Danish operator Samsø Rederi, and powered by LNG, the Princesse Isabella has obtained the title of Danish ship of the year. This year’s winner of the plebiscite was announced during the ongoing Danish Maritime Fair event in Copenhagen.

Experts who decided to award the vessel the title of Danish ship of the year 2015, appreciated the innovation and the efforts that have been made to become most environmentally friendly.

- Isabella is a good example of a ship which has been designed in a broader context - in this case it is also as a manifestation of environmental ambitions of the entire community - said Martin Uhlenfeldt, who argued on behalf of the jury selection.

The Princesse Isabella ferry was until recently known as Samss. Its name, to the displeasure of many residents of the island of Samso, was changed in June 2015, when the ferry was named in honour of Princess Isabella, the daughter of the successor of the Danish Crown, Prince Frederick and Princess Mary. The Princess was present together with her mother during the baptism ceremony of the vessel. Constructed in our shipyard, the dual fuel ferry can be powered by both...
LNG and diesel fuel. Currently, its engines are 99 percent liquefied natural gas, which uses 1 percent diesel for ignition. It can carry 600 passengers, 160 cars and 16 trucks. It joined Samsø Rederi at the beginning of the year.

This is the first LNG ship in Denmark and the EU in one EU country which sails between the ports of Hou and Saelvig on the island of Samsø. The complete power supply system including the cryogenic fuel tank was produced and delivered by the LNG Remontowa Systems company from the Remontowa Holding Group. The ferry is part of the eco-friendly policy of the Danish authorities, the municipality of Samsø, in which 100 percent of energy comes from wind turbines working there.

Why is Prinsesse Isabella a breakthrough in the field of navigation?

As reported recently in the Danish monthly professional “Maskinmesteren” magazine, the ferry sails on LNG, but... this is a temporary solution! Ultimately, in fact, within 5 - 6 years, its engines are to be powered by liquid biogas (Liquid Bio Gas-LBG), which will be produced by the energy produced by wind turbines on the island of Samsø, obviously, after the construction of the installation for its liquefaction. In this way, the island will become completely self-sufficient in the production of fuel from renewable energy sources.

However, even now the Prinsesse Isabella is a breakthrough. A unique infrastructure, on a world scale, has been constructed in the port of Hou for the purposes of bunkering the ferry. LNG is delivered there by land in two cryogenic tanks from Rotterdam, along German motorways, covering a distance of over 800 km. When one full tank is located in the port of Hou, the other is at this time filled in the LNG import terminal in the Port of Rotterdam, each of which holds up to 50 cubic meters of LNG, equivalent to 3 - 4 days of sailing (the ferry consumes about 14 cubic meters of LNG per day).

The mere fact of fueling the ferry using a special cryogenic pump which pumps 1 cubic meters of fuel per minute (the most expensive component of the prototype system) in the port Hou takes up to 15 minutes - as much as it takes the ferry to stopover there. The system is mobile and it can be subsequently transported to the port on Samsø Saelvig and serve for bunkering liquid biogas on the island.

One man deals with fueling the ferry and that is Dan Nielsen, the chief engineer on the ship, the same man who supervised the construction of behalf of the owner in our shipyard. He assures that this operation is quick and completely safe because, thanks to the solutions applied during LNG refueling, no "side" compounds (methane and nitrous oxide) get into the atmosphere).

As “Maskinmesteren” informs, the world fleet currently consumes about 2 percent of the world’s energy, equivalent to the consumption of 250 million tons of marine fuel per year. Currently, there are 63 ships sailing which are powered by LNG, and the next 81 will enter the market in the next 2 years.

The EU strategy assumes that the main ports of the EU should offer operators the ability to refuel the fuel by the year 2020. The world’s first mobile and cost competitive solution that works at the port of Hou may be an interesting alternative to land-based installations for the bunkering of LNG, the construction of which is currently very expensive.
**First such a ship built at Polish shipyard**

**Siem Pride delivered**

In November 2015 the first LNG - fuelled platform supply vessel ever built in Poland departed from Remontowa Shipbuilding SA, member of Remontowa Holding.

The **Siem Pride PSV** is the first from a series of four ships of the same type being built for one of the biggest Norwegian offshore fleet operators - **Siem Offshore**. The hull of the first vessel (no. 856/1) was launched on the 16th of September 2014.

This prototype and state-of-the-art vessel has been entirely constructed in Gdansk - starting from developing workshop documentation, going through building of the hull and ending up with complete outfitting and performing sea trials.

The execution of this contract is of great importance since it is the first offshore supply vessel powered by LNG. The ship has a fully dynamic positioning system used to perform operations at the Draugen and Ormen Lange fields, capable of performing operations 1500 metres deep under the sea. The vessel built under the supervision of DNV GL meets the highest standards of environmental protection and safety of navigation and received ‘CLEAN DESIGN’ class notation.

Its delivery marks another important milestone in the execution of this contract. Three further LNG driven vessels are under construction at Remontowa Shipbuilding being at various stages of production.

The ship with the yard no. B 856/3 tbn Siem Melody was launched on the 6th of October 2015. The day before, its hull earlier assembled and partly equipped on the land based hull assembly area was rolled onto an adjacent moored floating dock and launched by submerging of the dock.

The fourth vessel (no. B 856/4) is being constructed on the heavy-lift submersible barge REM-Lift 25000, the Remontowa Holding’s own facility suited for lifting/docking of heavy offshore units, which also serves as a perfect construction site for newbuildings. This vessel’s hull was earlier assembled from sections prefabricated in Szczecin and Gdynia by the shipyard’s subcontractors and transported by sea.

The **Siem Pride PSV** is 89m long with a beam of 19m and deadweight of 5,500 tonnes. It has a deck area of 980m², an 18m draught, and a 15 tonne AHC crane for lifting/docking of heavy offshore installations.

The **Siem Pride PSV** is fitted for remotely operated vehicles, handling of cargo, towing of anchors and rescue and standby services for up to 300 persons. It also has a Safe Hose Operation System and is a class DP2 dynamically positioned vessel with gas-electric propulsion.

The vessel served by a 25 person crew is fitted with a work-class ROV and a 15 tonne AHC crane for light IMR work on Shell’s Draugen and Ormen Lange fields, capable of performing operations 1500 metres deep under the sea. The vessel built under the supervision of DNV GL meets the highest standards of environmental protection and safety of navigation and received ‘CLEAN DESIGN’ class notation.

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The traditional ribbon cutting was performed by Piotr Soyka - chairman of Remontowa Holding SA (center), Jerzy Litwin - director of the National Maritime Museum (left) and Bogdan Oleszek - chairman of the City Council.

Photo: Jerzy Uklejewski

**Multimedia exhibition at the National Maritime Museum prepared by Remontowa Holding**

**Ships are our passion**

“Ships. Our passion” is the name of the exhibition, the opening ceremony of which took place on June 19, 2015, at the Maritime Culture Centre of National Maritime Museum, in the heart of Gdansk.

The celebrative inauguration of the event, promoting shipbuilding industry using the latest generation of multimedia, was attended, among others, by Piotr Soyka, chairman of Remontowa Holding.

- Today launches an exhibition of unusual - he admitted at the outset - Typically, they represent history and memories, while this is an exhibition of “here and now”, showing Remontowa Holding as it is today.
- The exhibition allows to learn and see, how we work and what modern production technologies and methods are being applied on a day-to-day basis in our companies. Further, it makes one realize, what professional, technical or scientific skills are required to properly fulfill employee’s duties and tasks in our sector of industry - added Soyka. - I hope, owing to this exhibition, many young people visiting Gdarisk, will show their interest in the sector and will try their hands at shipbuilding industry.

Owing to modern multimedia devices and installations, visitors will be able to load their own car and passenger ferry by placing sequentially loads on the screen, build a ship using special 3D “Oculus” glasses, carry out a virtual inspection of the ship interiors and even dress up, also virtually, in one of the four protective outfits used in shipbuilding.

Developing and preparing the exhibition took about 100 people, both from external companies, as well as the employees of companies belonging to Remontowa Holding. The originators and initiators of creation of the exhibition were director Jerzy Litwin of National Maritime Museum and espe-
cially Zbigniew Andruszkiewicz, management board member of Remontowa Shiprepair Yard.

The exhibition, will be available to the public as a temporary, but a long-term arrangement, even as long as 5 years. During this time it will be modified to bring variety and new items. The exhibition is an attractive, modern in form, rich content example of maritime education, which was scarce in Poland so far, even in maritime, port cities.

Admission to the exhibition at the Maritime Cultural Centre is to be, throughout its duration, free of charge.