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How to catch a fish?

Our government has been preparing new regulations aimed to "reactivate" the shipbuilding industry in Poland. On February 23, 2016 in Warsaw, new fiscal solutions dedicated for the producers of entirely equipped and outfitted ships built as turnkey projects were presented by representatives of the Ministry of Maritime Economy and Inland Waterways (MGMiZŚ) in the presence of the industry's representatives with the member companies of the Association of Polish Maritime Industries, the most representative industry employers organization, among them.

Maritime deputy minister Paweł Brzezicki discussed some chosen details of a draft of a special shipyard Act of Parliament, that will be put in force at the beginning of 2017. Adaptation of the act will allow for new tax legislation which will benefit the yards in Poland. For instance, the shipyards building entirely equipped ships, will be exempt from VAT from the initial stage of contract execution (currently the prices of equipment paid by shipyards to suppliers are increased with VAT at the current rate during the execution of an entire newbuilding project and the shipyards apply for the reimbursement of VAT after completion of the project and the ship's delivery to the contracting entity.). This move is to set the working capital free for use by the yard, equal to 1/5 of the ship's contract value.

Another option for the shipyard to choose from would be the lump sum tax of 1 percent of sales instead of income tax being currently in force. The condition

is that the company keeps this option for three years, once chosen. Another proposal is to run business on preferential terms in special economic zones in Poland, which means i.a. income tax exemptions.

The deputy minister stressed that these solutions comply with the European Commission directives (namely the COUNCIL DIRECTIVE 2006/112/EC of 28 November 2006 on the common system of value added tax) allowing for exemption i.a. the supply, modification, repair, maintenance, chartering and hiring of seagoing vessels and the supply, hiring, repair and maintenance of equipment, including fishing equipment, incorporated or used therein (Article 148).

The directive has been in force since 2006, Poland has been the EU member since 2004 and... for unknown reasons those solutions haven't been implemented into our law. The deputy minister put forward a proposal of changes in VAT act currently in force, so as (within boundaries set by EC) the preferred VAT rate could be applied in deliveries of seagoing vessels and their equipment in order to assure a level playing field for the European ship producers which operate in strong competition.

Is it a good move to "reactivate" the industry? First of all, at Remontowa we don't have to be reactivated at all. Besides... Contracting and building of ships has much in common with fishing. If you love it, if you are talented and experienced guy fishing for years, that you get a lot of fishes. Politicians give us a fiscal "fishing" rod, not a fish. But we still have to catch it!

Grzegorz Landowski
Editor-in-Chief



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Launchings in Gdansk and Gdynia

Two ferries for Estonia afloat

The Remontowa Shipbuilding SA yard, member of Remontowa Holding capital group, successfully launched the hulls of the two ferries being built for TS Laevad OU, a subsidiary of the Estonian state-owned company Port of Tallinn.



Both vessels will be operated under the trading name of Praamid.

The ceremony of the first ship side-launching, on December 29, 2015, was attended by large delegation from Estonia, led by the secretary general of the Ministry of Economy, Merike Saks and by mass media, including the Estonian TV. The hull was slipped into the water at Remontowa Shipbuilding in Gdansk.

The construction of the ferry, to be named *Tõll* (newbuilding no. B616/1), namely - the first steel cutting, took place in February 2015, while the keel was laid on April 30.

In turn on January 28, 2016 Gdynia saw the launching of the ferry *Piret* (newbuilding no. B616/2), the second one being built at Remontowa Shipbuilding SA for the Estonian owner.

The hull was built in Gdynia, on the premises of the former Gdynia Shipyard, by one of the Remontowa Shipbuilding's contractors. The assembly of the hull and its launching took place in the SD II, the larger of the two graving docks of the former Gdynia Shipyard.

Several days after the launching, the hull was towed to Gdansk, where it was berthed at the

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REMONTOWA
HOLDING



The first ferry was launched on December 29, 2015.
Photo: Grzegorz Landowski



Estonian guests participating in the ceremony on December 29, 2015 r.
Photo: Grzegorz Landowski

400 m long quay with craneage and workshop as well as social facilities, additionally hired by Remontowa Shipbuilding SA. The shipyard along with its subcontractors, carries out completion and outfitting of the four ships - two ferries for Estonia (newbuilding nos. B 616 / 1 and 2) as well as two PSV for Norwegian owners (B 856 / 2 i 3).

- As we have as many as 17 ships under construction simultaneously, it was necessary to expand our shipyard infrastructure base - said Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding SA. - This was also the reason behind outsourcing the construction of the hull of one of the Estonian ferries. By doing this, we apply the similar solution, as our European competitors do, subcontracting partially outfitted hulls to shipyards in Poland.

Let us recall, that the construction of the second ferry (B616/2) commenced

on May 19, 2015. Both vessels will be operated under the trading name of Praamid.

The ferries are named after four Estonian mythical heroes. Orange *Piret* and blue livery *Töll* will travel between mainland Estonia and Saaremaa Island.

The 114 meters long vessels will accommodate 150 passenger cars or 12 road trains and have passenger places equipped with safety devices for 600 passengers. The new ferries are designed by the Norwegian company LMG Marin and Remontowa Marine Design Ltd., the Holding's in-house design office.

The ships are double-ended, modern car and passenger ferries, the most advanced diesel-electric driven vessels of such kind operating in the waters of the Baltic Sea. The vessels will be capable to be easily switched

for LNG Single or Dual Fuel propulsion in the future.

The low operating costs, the undisputed advantage of these ferries, come from the optimized hull's shape and modern machinery installed. This will result in lower fuel consumption and NOx and SOx emission to the atmosphere. The high level of automation will allow for minimum manning.

Selecting of Remontowa Shipbuilding was caused by high quality of offered vessels, experience in construction passenger ferries as well as good reputation enjoyed by shipyard among European and American Owners.

Launching of the first Estonian ferry was the 10th launching at Remontowa Shipbuilding yard in 2015, while the similar operation related to the second ferry was the first such event in 2016. ●



The second ferry after its launching in Gdynia.
Photo: Piotr B. Stareńczak/Media4Sea



BC Ferries reveals how its first Salish Class new ferry will look like...

Tribute to Canada's First Nations

BC Ferries, the First Peoples' Cultural Council and Esquimalt Nation has revealed the first of three Coast Salish artistic designs for BC Ferries' new Salish Class vessels - as we can read in the company's press release.

Esquimalt Nation's Darlene Gait designed the artwork that will adorn the *Salish Orca*. The artwork will also be displayed inside the vessel for customers to view and additional exposure for the artist.

Last August the First Peoples' Cultural Council issued a call for artists and Coast Salish artists were invited to submit their portfolios for consideration. From 37 expressions of interest, a jury of artist peers and BC Ferries representatives identified a shortlist of nine artists who were invited to submit specific design concepts for the three Salish Class vessels. The jury

reviewed the design concepts with attention to artistic excellence, Coast Salish artistic style, ability to express the vessel names through artwork, ability to provide digital images for fabrication and ability to meet the project timeline.

In January, BC Ferries and the First Peoples' Cultural Council announced the selection of three Coast Salish artists to create designs for the new Salish Class vessels; Darlene Gait from Esquimalt Nation for the *Salish Orca*, John Marston from Stz'uminus for the *Salish Eagle* and Thomas Cannell from Musqueam for the *Salish Raven*. The vessels are named to recognize the

Coast Salish as the original mariners of the Salish Sea. The two other artistic designs will be shared publicly over the coming months.

The Salish Class ferries are currently under construction at Remontowa Shipbuilding SA, member of Remontowa Holding in Gdansk, Poland. The *Salish Orca* was launched and named at Remontowa Shipbuilding on November 24, 2015. The ferry is scheduled to arrive in 2016 and will sail on the Comox – Powell River route. The *Salish Eagle* will arrive in late 2016 and the *Salish Raven* will arrive in 2017, and both of these ships will sail in the Southern Gulf Islands.

Artwork rendering of the *Salish Orca*. Depicted with optimistic colour and energy, Darlene Gait's pod of orcas appears as a family moving through the water.
Illustr.: BC Ferries



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.

- Darlene's design for the *Salish Orca* is a wonderful tribute to the Coast Salish people and our beautiful coast - said Mike Corrigan, BC Ferries' President & CEO. - We were pleased to partner with the First Peoples' Cultural Council and the three artists on this unique project. These new vessels will serve coastal communities for years to come and we would like to thank Darlene for capturing Esquimalt Nation's rich coastal culture and heritage in her design. We look forward to officially welcoming the vessel into the fleet later in 2016 - he emphasized.

- We are so pleased to see Darlene's design revealed today - said Cathi Charles Wherry, Arts Program Manager at the First Peoples' Cultural Council. - Her creative vision will travel the Salish Sea for many years to come, creating greater awareness of First Nations arts for the general public and B.C. visitors. It has been an honour to work with the artists and BC Ferries on this project and we are so looking forward to seeing the other two artistic designs revealed later this summer - he added.

- I look forward to sharing my artwork - said Darlene Gait, Coast Salish Artist. - It was created from a love that runs deep, a love that embraces my family today and those who we consider still with us but living in the world of spirit. The orca whales and wolves are also separated by two different worlds - she explained. - I look forward to sharing with you my story. ●

source: BCF



Darlene Gait with her artwork.

Darlene Gait - a storyteller through the arts The passion of painting

Darlene Gait is an Aboriginal artist from Victoria, B.C. Born in Sidney, Victoria, she learned about multiculturalism from being raised in a blended family. She is a member of Esquimalt Nation, the first people of Victoria.

Darlene began painting as a child and excelled in graphics, illustration and wildlife painting in her twenties after graduating from Vancouver Island University in 1999. Known for her portraits of Aboriginal women and children, many of her paintings reflect unity between Nations and non-Native people and produce a connection to strength of history and culture, with different collections created over the past 30 years.

Many of Darlene's paintings can be viewed in outdoor murals throughout Victoria and the city's waterfront. "One Moon Gallery," located in the heart of Esquimalt Nation, holds a collection of over 180 paintings and limited edition prints. Darlene spends time in her gallery painting, creating and sharing her knowledge of the arts with other painters, children and youth.

"I paint because it is my way of sharing with everyone, the love for my Aboriginal people and the beautiful place I was born and raised in. I am forever grateful for the drive and passion within me, to keep going, to keep exploring and learning all that I can. So that I may evolve into what I feel is my destiny as a storyteller through the arts."

Darlene Gait

The Royal Canadian Mint currently has a collection of 8 Aboriginal coins created by Darlene between 2013 and 2016. Her work can also be seen in Aboriginal and environmental children's picture and educational books that reflect strength of culture and spiritual themes. Currently, Darlene Gait continues to paint, create and design and is very active in the arts.

First of the arctic service vessels
for RAL delivered

Ivalo Arctica goes to Greenland

Royal Arctic Line (RAL) formally took delivery of the first of five vessels on order from Remontowa Shipbuilding, member of Remontowa Holding capital group, on March 23, 2016.



The ship in question is the arctic service container / supply vessel *Ivalo Arctica* (yard's newbuilding no. B202/1, RMDC 2880 ACV 36 TEU design). In RAL's nomenclature the ship of the B202 type is also known as *bygdeskib*, which means the ship for servicing small settlements (scattered over the Greenland coastline).

Ivalo Arctica departed from the yard and the Port of Gdansk on March 29, heading for Aalborg first, for some supplies and planned crew training and ship familiarization, then to Nuuk in

Greenland, where the christening ceremony was expected.

Ivalo Arctica is the first of the two prototype vessels from the contract covering five ships for Danish (Greenland) owners Royal Arctic Line (RAL). Let us recall October 2013, when the contract was sealed for the construction of five ice-classed container and supply ships in three various sizes and designs, destined for Greenland's Royal Arctic Line (RAL). According to the contract, Remontowa Shipbuilding SA was to build one 606 TEU vessel for RAL's international services, as well as two ap-

proximately 108 TEU ships and two 36 TEU ships for the carrier's Greenland coastal routes.

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 *Ari-na* 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 Shipbuilding contract scope will feature 108 TEU capacity



Ivalo Arctica departing from Remontowa Shipbuilding SA in Gdansk.
Photo: Adam Graczyk

Bridge.
Photo: Piotr B. Stareńczak

Principal particulars of the B202 type vessels (represented by Ivalo Arctica):

- length over all 45.35 m;
- length b.p. 42.83 m;
- beam 12.80 m; depth 6.10 m;
- max draft 3.50 m;
- deadweight 650 t;
- container capacity 36 TEU;
- main engine power 1 x 1050 kW;
- four blade c.p. propeller 2.1 m diameter;
- service speed 10.0 kn;
- generating sets 2 x 370 kW; harbour / emergency gen set 1 x 200 kW;
- bow tunnel thruster 1 x 200 kW;
- stern tunnel thruster 1 x 200 kW;
- crew 8 persons;
- classification DNV GL;
- class notation +1A1 General Cargo/Container Carrier PC6 TMON EO NAUT-AWDG-P BIS CLEAN DAT (-350C) HULL - PC5.

each. The ships will replace *Pajuttaat* and an annually chartered vessel and will mainly engage in the supply of North Greenland.

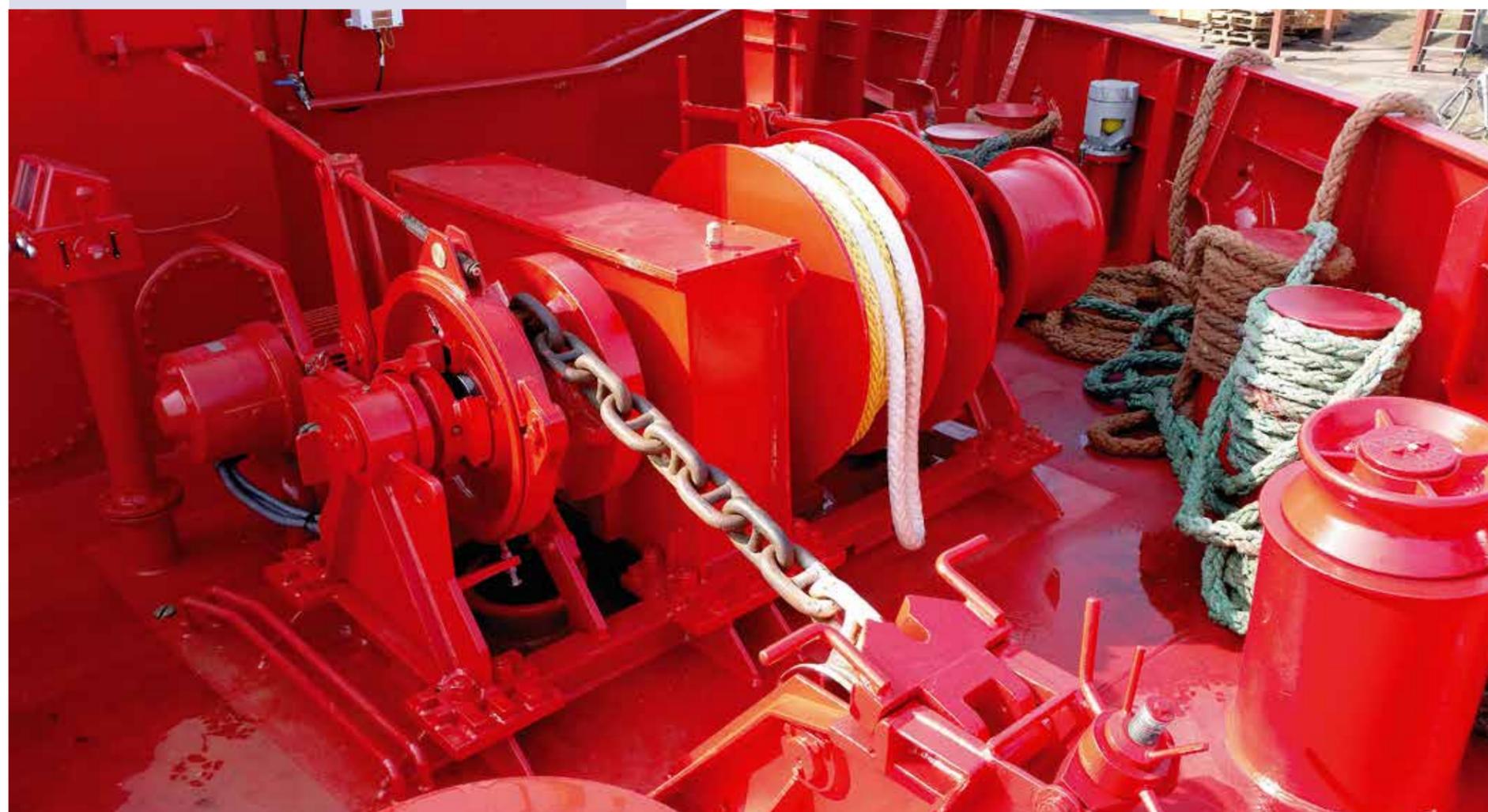
The two smallest ships, featuring 36 TEU capacity each and small passenger capacity, are destined to replace the old „village vessels” and will be busy in the settlements supply year round. The first of these smallest ships is *Ivalo Arctica* delivered recently.

In fact all the five ships are kind of a crossover between supply ships, geared container-ships 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 (of RMDC 2880 ACV 36 TEU design) have been designed at Remontowa Marine Design, member of REMONTOWA Holding and are DNV GL classed. ●



Main switchboard in the engine control room.
Photo: Piotr B. Stareńczak



Forecastle deck
Photo: Piotr B. Stareńczak



Engine room.
Photo: Piotr B. Stareńczak



Galley and... the cook at work.
Photo: Piotr B. Stareńczak

More than four months of keeping an eye on the ship...

Poland is a big country

Shortly before delivery of the Ivalo Arctica we talked to the ship's master, cpt. Jack K. Dyhr.

Where were you born?

- I was born in Denmark in the Fyn in the middle of the country almost fifty years ago.

Where exactly?

- In Odense. This is a third largest city in Denmark.

Why did you decide to work on the sea?

- I like it. I like as we have to concentrate at work and I like when we concentrate on the free, off duty. Where else do you have a career job with the half of your time you're off duty? And we have a long period that we're working. I don't care if this is Sunday or Monday when I have to work, and the other time is off duty. I'm not build for a day job as a seven a.m. to five p.m. from Monday to Friday. I hate that kind of job...

Lots of people think that work at sea is much harder than to sit in a white collar and...

- We don't sit in white collars (laugh). Every man, you know, has his preferences. Somebody likes to go outside for sailing, other people hate it. And somebody likes to be in the office from Monday to Friday, but I would hate that. Maybe, it's like a family thing because my father was a sailor, my father's father was a sailor too... I went with my father to sea when I had holiday, vacation time, maybe two, three days or a week or something like that. So, maybe that's why I like it.

Did you want to be a captain from the beginning?

- I wanted to be a navigator. I'm not interested enough in engine to be a good engineer. But, navigation and all of this operation and decision making and all of that, I like that.

Let's say some words about the beginning of your career. What kind of jobs did you work on?

- I started as a mess-boy when I was sixteen years old. I graduated from Fyn navigation school, I have been in college. Fourteen years of basic school and five and half years of further education combined with maritime practice. I can say I've sailed all ships, all seas and all sizes. But now, I'm on the smallest one I'm working on.

How many ships have you been in charge of, as a captain, so far?

- Four. *Ivalo Arctica* is the fifth and the most recent one.

When and why did you decide to join Royal Arctic Line?

- Ten years ago they needed someone to sail to Kamchatka in Russia. I joined at that time, but I didn't want to stay with the company. Nevertheless, after sailing throughout the Pacific I found this kind of job interesting, so when I came back they called me again and asked if I would join them and stay longer. Ten years have gone and I'm still here, so it must be a good place for me to stay.

Why it's so good?

- Well, I guess because I'm a bit older now and that's why I appreciate the possibility of sailing in good conditions

without facing much corruption, thefts and that sort of problems. The crew which I sail with are Danish and Greenlanders, that's also nice. I'm happy that I've tried to sail around the world to Hong Kong and Brazil, and all of that. There are people who only sailed in Greenland with us. When you're young you need to see all sorts of other things, I think. This also gives you more knowledge of the world. That is my opinion.

Do you like to sail in the harsh conditions? What challenges are related to this kind of sailing in the Arctic?

- Two main things, the weather during our cruise and the way of navigation through the ice in order to safely reach our destination port in Greenland. Sometimes we have very bad weather, other times we sail in extremely fine conditions when water becomes a smooth and glossy mirror.

The Ivalo Arctica will be sailing in such a landscape. But as yet, most time you have spent on-board the ship, in the Remontowa Shipbuilding yard in Gdansk. Do you like the ship?

- This is the most useful ship. I've sailed on all kind of ships, I've sailed throughout the Atlantic Ocean, on coastal routes, on a medium coast... Now I will sail in very small places. I've been in all the kind of places with the biggest ports and towns and now we go to some places with only twenty people. I've seen all of the insights of the transport system, that's also



Cpt. Jack K. Dyhr on the bridge of the *Ivalo Arctica*
Photo: Grzegorz Landowski

beneficial. I prefer the big ships, but the RAL doesn't operate them. Nevertheless, I look forward to go out with it. Isn't it a bit romantic, to sail on such, maybe small, but well suited type of ship?

- I wouldn't say it's romantic. Romantic sailing has more in common with a trip on board a cruise liner. Of course, sometimes we sail in beautiful and „romantic” surroundings, but we don't feel it in such a way since we see it on a daily basis. It's simply our job and a part of a seaman's lifestyle.

How long have you stayed in Gdansk? Have you had time to travel home?

- I've been in Gdansk since the 3rd of December 2015, so I know it can be cold in Poland. I was at home just for four weeks because there were a lot of issues on the ship. It's quite easy to travel since you have convenient flight connections to Denmark and not so much formalities in Poland as an EU member. So, that's the good thing. And „bad” things?

Well, the Poles I've met are really nice and skilled people, but... your mentality is completely different. There are differences between Danish and Polish way of thinking, that sometimes is a bad egg...

What do you exactly mean?

- One particular difference I have noticed that is, from my perspective, Polish people always want to discuss things for a very long time. Danish people prefer to get directly to the point in order to solve the problem and no more discuss it. Instead of, sometimes we have seen Polish people discussing for two hours something that would take ten minutes to fix.

Did you have the time for the site seeing?

- A little. I like to bike, so I brought bicycle down here. I have also interested in the World War Two. Poland is a very interesting country having a lot of historical sites. I've been out to the place where the war started in Westerplatte and then down this road to the Wisluj-

ście Fortress, which is located in direct proximity to the Westerplatte peninsula.

And I was also trying to get to the most famous and horrible memorial in Oświęcim (the Auschwitz-Birkenau German Nazi Concentration and Extermination Camp). When we were home for Christmas we took the car because we hadn't known how far from us the camp is located. We took four friends with us and started to drive. We were driving a very long time until we realized that it was impossible to travel 800 km to see the camp and to go back within a weekend. I didn't realize how big Poland is. It's a very big country compared to Denmark, so to drive down to the south part of Poland is quite a long way, and then especially when you can't drive on very smooth freeways.

Thank you and good luck!

Interviewed by Grzegorz Landowski

Fourth LNG powered PSV for Norway launched

Built on floating construction site

On Tuesday, 23rd of February 2016 the launching of the LNG-powered specialist vessel intended for supplying oil drilling and oil mining rigs took place in Remontowa Shipbuilding, member of Remontowa Holding in Gdansk. The ship is being constructed for Siem Offshore – one of the biggest Norwegian offshore fleet owners.

The recently launched dual fuel LNG powered PSV is the last one from the series of four similar vessels under construction at Remontowa Shipbuilding for Siem Offshore. The first vessel

named Siem Pride has already been delivered to the owner.

Since the beginning of its construction the fourth PSV in the series was

being built onboard a Remontowa - owned semi-submersible heavy lift barge. On February 22, the hull had been moved from the barge onto the floating dock, which was submerged



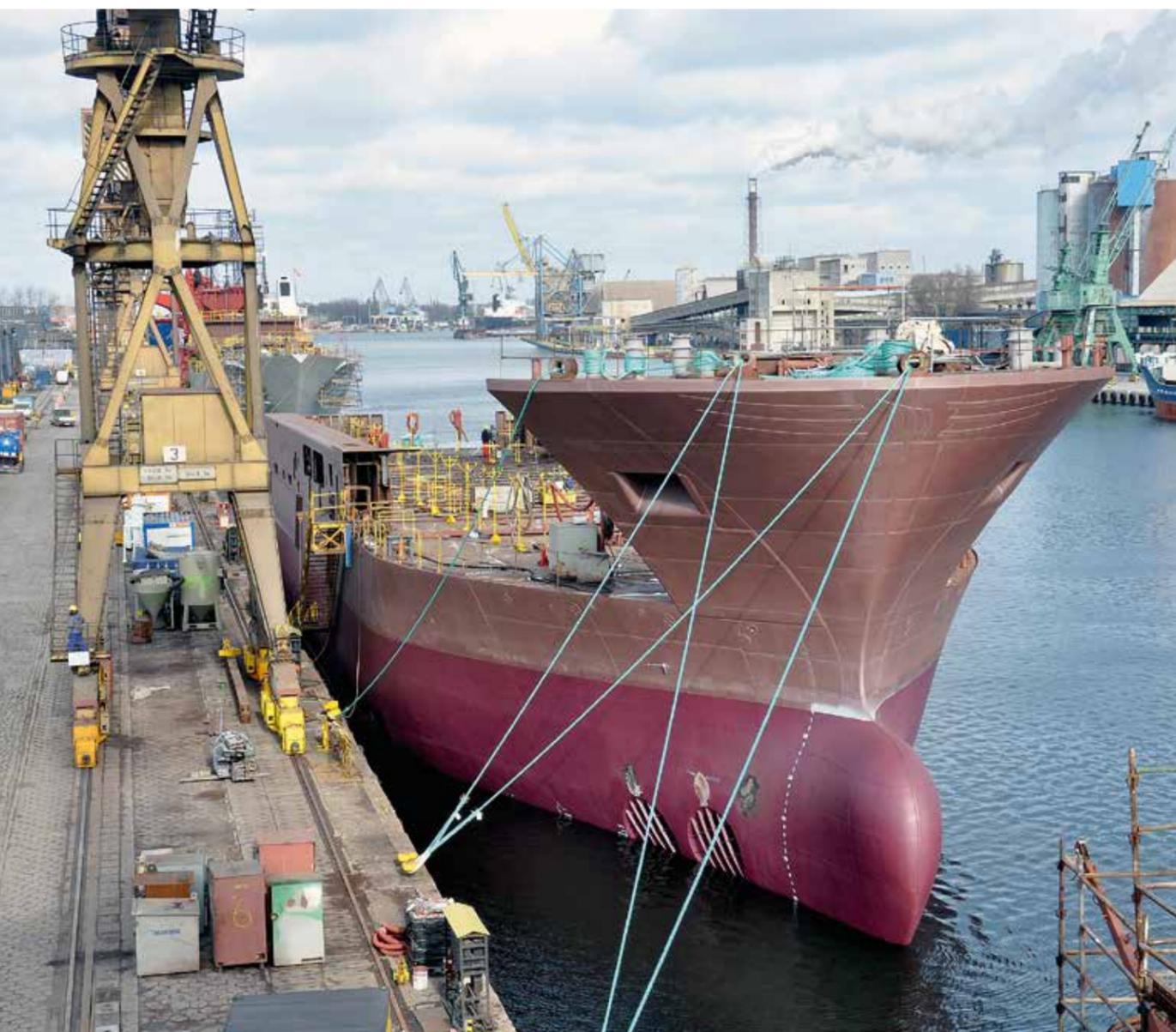
Computer rendering of the PSV being constructed for Siem Offshore.
Illustr. Wartsila



The ship entirely constructed on the heavy lift barge...

...had been moved onto the floating dock which was submerged.
Photo: Ireneusz Gradkowski





Afterwards the hull was towed out and berthed at the quay.
Photo: Ireneusz Gradkowski

afterwards. After the launching, intensive outfitting works on the ship commenced.

These vessels are being entirely constructed in Gdańsk – starting from developing workshop documentation, going through building of the hull and ending up with complete outfitting and performing sea trials. The PSVs are to be equipped with state-of-the-art navigation systems including an advanced dynamical positioning system DP2, gas-electric propulsion, fire-fighting system Fi-Fi 2 and facilities for containing of oil spills.

The 89 meter long vessels with a cargo deck area of 980 sq m will be capable of carrying up to 5400 tons and served by a 25 person crew.

These DNV GL classed vessels are of VS 4411 DF design. This new series represents the latest technology within dual-fuelled systems and hull design, to the benefit of lower fuel consumption, lower fuel cost, lower emissions and a better environment. The vessels are being built to meet the highest requirements for operations on the Norwegian Continental Shelf and are also suited for operations in other geographical areas meeting the

highest standards of environmental protection and safety of navigation and receive "CLEAN DESIGN" class notation.

Its hull, machinery and equipment are being constructed in accordance with the Rules and Regulations of Det Norske Veritas for notation: +1A1, Off-shore Service Vessel+, Supply, SF, DYNPOS-AUTR, E0, GAS FUELLED, BIS, CLEAN DESIGN, COAT PSPC (B), COMF-V(3) & C(3), LFL*, NAUT OSV(A), DK (10t/m2) and HL (2.8), Oil-rec, Stand-by Vessel (S), Fire Fighter II. Furthermore, the vessels will fly the most reputable Norwegian flag. ●

We have participated in the National Maritime Security Forum in Warsaw

Our ships for the Polish Navy

On January 14, the first one in a series of conferences dedicated to plans, equipment, technologies and solutions for maritime defence was held. Among the participants were representatives of Polish authorities and military forces of the Republic of Poland and also representatives of the Polish and foreign industry.



As of April 2016, the ORP Kormoran mine hunter was in outfitting at Remontowa Shipbuilding expected to begin in May its SAT.
Photo: Ireneusz Gradkowski

The National Maritime Security Forum was a one-day event in the form of a conference with an accompanying exhibition. Its aim was to promote the role and importance of the Polish Navy, not only in combat operations, but also with reference to tasks given to the Polish Navy in times of peace or asymmetric conflict. The event was dedicated to strategic planning, equipment, technologies and solutions for naval defence.

The representatives of Polish authorities gave their lectures during the opening speeches, and representatives of uniformed services during the

session entitled „Multidimensionality of the state maritime security”. First results from the works on the draft of State Maritime Security Strategy were presented. The plans of modernization of the Polish Navy and capabilities of Polish industry have also been discussed.

The organizer of the Forum was Naval Academy in Gdynia and Warsaw Exhibition Board. The event also received a great deal of media attention.

The afternoon session of the National Maritime Security Forum, entitled „Technical Modernization of the Polish Navy - technologies for realization of implemented concepts

Other military projects



Degaussing ship.

Illustr.: RMDC

Replenishment ship.

Illustr.: RMDC



Logistic support ship.

Illustr.: RMDC

Tugboat.

Illustr.: NED-PROJECT



(Operational Programme - Countering Threats at Sea) was intended for the industry representatives introducing technologies, which are applied or will be applied in the modern Navy.

Polish shipbuilding sector was represented by Remontowa Shipbuilding, member of the Remontowa Holding capital group.

The modernization program of the Polish Navy, „Combating threats at sea” was presented by the head of the Armament Inspectorate of the Polish Ministry of Defence, brigadier general Adam Duda. He stated that the program involves „acquiring more than thirty vessels of various classes, with varying degrees of complexity, starting with supporting units, technical units through patrol, coastal defence, ending perhaps with the most complex weapons systems, which is a new type of submarine.”

In assessing the prototype vessel construction of the „Kormoran II” mine

hunter program at Remontowa Shipbuilding SA general Duda said: „This project is going according to schedule. We will enter the execution agreement for the construction of the 2nd and 3rd ship into force.”

CEO of Remontowa Shipbuilding, Andrzej Wojtkiewicz provided a presentation of Remontowa Holding capital group, with particular emphasis on military production. „In our 70-year history, we have built more than 400 warships of varied classes” - he said to the audience of the conference. „In our group we run a full featured design and engineering office, employing more than 200 engineers and designers.”

„Kormoran, under construction at our yard, was designed precisely in this design office, so were the fuel tanker / replenishment vessel, logistics ship, rescue ship or tugboats, the construction of which we also offer, while participating in the technical dialogue” - Wojtkiewicz added.

As he further emphasized, there are companies in the domestic industry that already have the ability to build modern surface warships and auxiliaries, so it is possible to implement / execute the Polish Navy development plans quickly, efficiently and within budget, without wasting time and money on rebuilding the production capacity of the yards with a low potential, which in addition had never built such units, which in today’s market realities is a risky venture.

„Our ship (the mine hunter ORP Kormoran) was launched in September 2015. During the coming summer, sea trials are scheduled to begin and in November we expect delivery of the vessel to the Polish Navy” - said Andrzej Wojtkiewicz and added, that the shipyard, which has participated in the technical dialogue with the Armament Inspectorate, has been offering other military ships for construction as turn-key projects. ●



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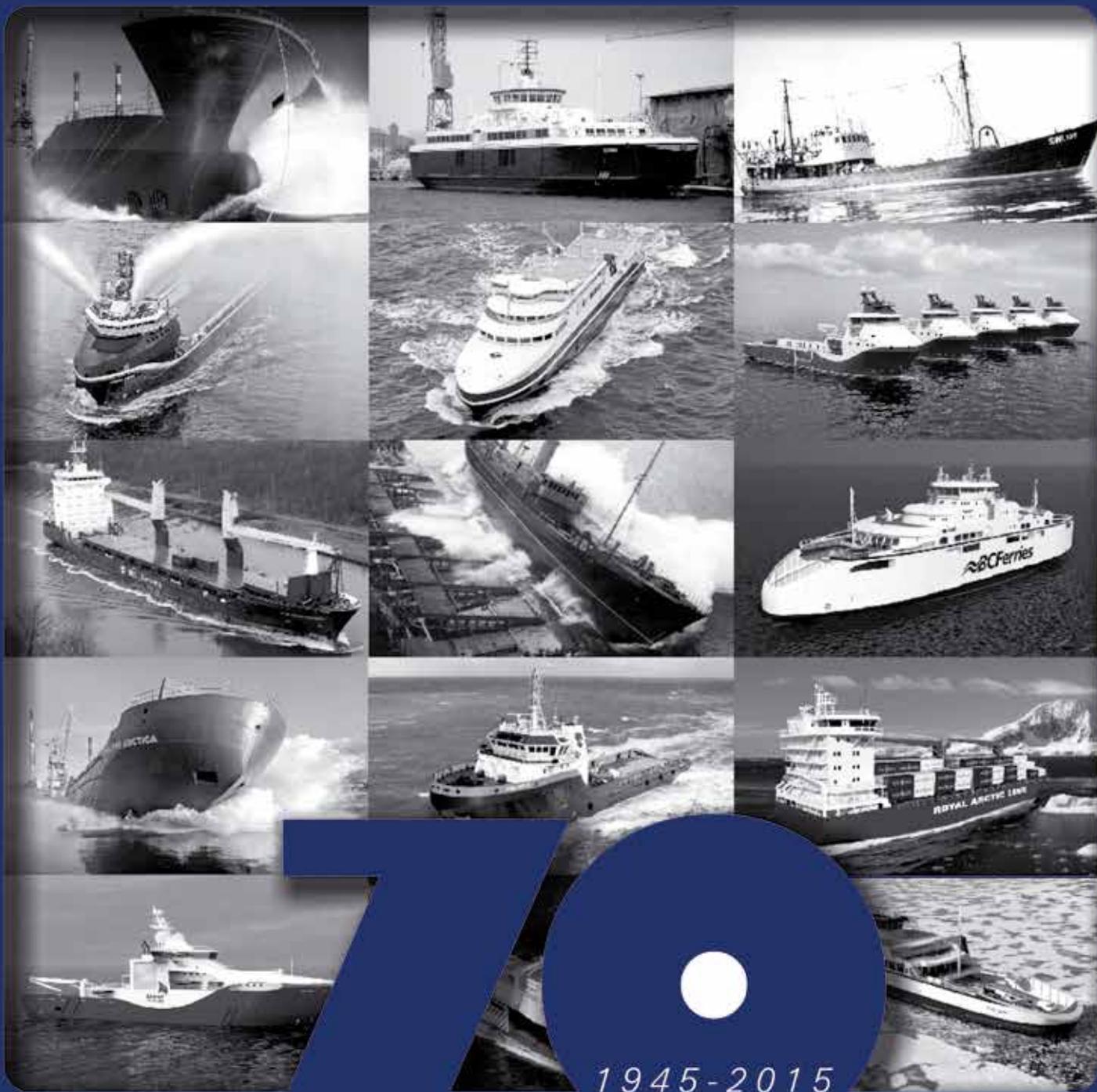
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