

HISTORY OF THE S/Y RZESZOWIAK YACHT (2000–2012)

Małgorzata JANUSZ, Dagmara SADECKA, Aneta REJMAN

Faculty of Physical Education, University of Rzeszow, Rzeszow, Poland

Keywords:

- sailing jacht
Rzeszowiak
- sailing
- Podkarpacie

Abstract:

In the article the beginnings of sailing movement in the Subcarpathian Voivodeship are presented. Precursors of sailing in Rzeszów region were facing a lot of problems concerning first and foremost a lack of bodies of water. Rzeszów sailing functioned mostly on rivers. In 1968 Lake Solina was created, which from that moment represents a base for sailing tourism. The building of own sea yacht was a dream of subcarpathian sailors. This came true in 1998 when in the West Mountains christening of sailing yacht *Rzeszowiak* was held.

„...One of the greatest attractions of sailing is that the yacht is a means used by the owner according to his needs. One day it can be a regatta machine, the other a place for a family picnic, then bring crew to the distant shores. It is freedom and versatility of yacht usage that attracts so many people to swimming at all, especially to sailing”¹

Sailing for centuries was an inspiration for many people. It represented a perfect means of transport for them. It contributed to the development of worldwide trade, and consequently, the whole European infrastructure. Journeys that were taken by the inhabitants of the ancient world were not only the local ones, as they amounted to hundreds or even thousands of kilometers. The boats had to be adjusted to such voyages in a way that improved the travelling time, which as a result would create better transportation abilities. The transportation properties were followed by the discovery of other ones that were connected with waterway, namely, the boats began to be used for military purposes².

In the interwar (1930-1939), as well as during the occupation until 1944, on the territory of Rzeszów no sailing sport was done. The reason for this was a lack of proper sailing conditions, particularly the absence of bigger sailing bodies of water³. Wisłok river flowing through Rzeszów was the only large water in the area, unfortunately its high as well as unregulated banks did not allow for sailing. At that time Wisłok river was sailed only by home-made canoes⁴.

After the cessation of the Second World War hostilities, there was no significant progress and improvement of sailing lovers' situation. The only regularly sailing units on San and Wisłok rivers were ferries, meanwhile on the Vistula only carriers' ships moored⁵.

A significant progress in the development of yachting was the creation and registration of Liga Morska (LM; the Maritime League), organization promoting water sports, in 1946.

¹ B. Bond, *Moja pasja żeglarstwo*, Warszawa 1999, page 5.

² W. Lipoński, *Encyklopedia Sportów Świata*, Oficyna Wydawnicza Atena, II Edition 2006, page 588.

³ T. Różański, *Wspomnienia*, the original in the possession of ROŻŻ, page 2.

⁴ M. Janusz, D. Sąddecka, P. Świder, *Powstanie i rozwój żeglarstwa na Rzeszowszczyźnie w latach 1939 – 1940*. (w) Obodyński (red). *Z tradycji sportu na Podkarpaciu w 650-lecie lokacji Rzeszowa i 100-lecie Klubu Sportowego Resovia*. Rzeszow 2004, page 128.

⁵ The calendar of ROŻŻ, the original in the possession of ROŻŻ.

The only branch in southeastern Poland of LM was brought to life in Rzeszów⁶. Thanks to subcarpathian young people associated in this organization, sailing began to develop rapidly in 1950s. In 1950 LM started building a marina and buildings for water equipment in Olszynki by Wisłok river. It resulted in significant enrichment of sailing stock, especially canoes. During summer holidays the youth were sent to yachting centres by lakes: Plichowice, Rożnów, Giżycko, Kruszwica as well as to maritime centres in Gdynia and Jastarnia. Many of those trained people ended in maritime schools, achieving ranks of captains⁷.

In 1951 Liga Morska enriched itself with a seagoing rowboat "DZ" (called colloquially *dezeta*), yet Wisłok river appeared to be too small for this boat. Despite those problems, it was not left in a hangar but was used during rowing lessons. This practice did not last for long since Liga Morska was dissolved in 1953 with its activity and assets passed to Liga Przyjaciół Żołnierza (LPŻ; Friends of a Soldier League). Some parts of equipment was given to newly created centres by San river in Przemyśl and Stalowa Wola. The historical *dezeta* was passed on to the club in Stalowa Wola where it was covered with sand while the rowing lessons took place on the bank. The desolution of LM caused passing of people engaged in sailing to LPŻ, where in 1956 they created the first in the history of Rzeszów sailing club *Szkwał*⁸.

Until 1955 the club run briskly training activity. In the following years the disposal of sailing as well as auxiliary (motorboats and dinghies) equipment began, subsequently, the marina in Olszynki was given away. In 1957 the decision of dissolving of the club was made⁹.

In 1950s Polskie Towarzystwo Turystyczno-Krajoznawcze PTTK (Polish Tourist and Sightseeing Society), founded in 1950, operated actively. In 1957 hiking and skiing activities were joined by the water one. Mostly canoeing trips were organized. Soon after Komisja Turystyki Kajakowej (the Canoeing Tourism Comitee) and sailing section were created under the supervision of the board of PTTK. This newly created segment was joined by LPŻ activists in 1958, who continued their activity there¹⁰.

In 1966 on the grounds of Rzeszów Voivodeship seven sailing clubs functioned, associating 365 members. Rzeszów sailing operated mostly on rivers. By the San three clubs existed: in Sanok, Stalowa Wola and Przemyśl. By Wisłok river functioned clubs from Rzeszów, by Wisłoka river from Dębica and by the Vistula – from Tarnobrzeg¹¹.

In 1960 the construction of a dam on the San in Myczkowce was completed. As a result, the lake of area accounting to 200 hectares and 6 kilometers in length originated. The most important event that took place on Myczkowskie Lake was Wojewódzka Spartakiada Żeglarska (the Voivodeship Sailing Spartakiad) organized in 1968¹².

In the same year the lake stopped to be so popular, because the dam in Solina was put into use, which concluded in the creation of a new and much bigger reservoir¹³. During seven years of building the concrete gravity dam of 664 meters in length and 82 meters in height was put up. As a result of river partition, the reservoir of volume accounting for 574 million m³, surface of 2200 hectares and backwater reaching 60 meters appeared. This is the biggest

⁶ T. Różański, op.cit., pades 1–8.

⁷ Ibid,page 3.

⁸ R. Korzeniowski, *Monografia*, pages 2–3, the original in the possession of ROŻŻ.

⁹ J. Kulasa, D. Sądecka, *Z kart historii Klubu Żeglarskiego LOK Szkwał w Rzeszowie (1953–1993)*. (w) przegląd Naukowy Kultury Fizycznej UR. Rzeszów 12004, page 266.

¹⁰ J. Popow, op.cit., page 7.

¹¹ Ibid

¹² M. Janusz, D. Sądecka, P. Świder, *Powstanie i rozwój żeglarstwa na Rzeszowszczyźnie w latach 1939 – 1940*, op.cit., page 131.

¹³ Z. Kruczek, *Jezióra Solińskie i Myczkowieckie*, PTTK „Kraj” Warszawa-Kraków 1982.

dam and the biggest artificial lake in Poland by now¹⁴. Lake Solina became the sailing centre for inhabitants of Rzeszów.

In 1973 the dam built on Wisłok river in Rzeszów was put in use. The body of water with 3,5 kilometers in length was created, covering the area of 118 hectares, intended to be a real recreational centre of the city. For a long time the lake was used by sailors, canoeists and first of all – the urban population for recreational purposes. Numerous trainings or courses were organized, but unfortunately, fast silting and impure waters caused drastic limitations in sailing on Rzeszów lake. From average depth of 2,6 meters in 1973, 0,7 meter remains today, which resulted in partial overgrowing of the lake. Only some people, who can be called enthusiasts, attempt to develop this reservoir. To this day it is used by canoeists who organize numerous contests there. Single trials of sailing can be observed too.

In 1969 on the sailor council of ROZZ (Rzeszów Regional Sailing Association) the idea of building a maritime yacht for sailors from Rzeszów evolved for the first time. However, the concept was not supported. Not until the beginning of 1980 the Board of Association decided to build a Horn 30 yacht. That attempt was not successful as well. In 1986 Społeczny Komitet Budowy Jachtu Pełnomorskiego (Public Maritime Yacht Building Comitee) was registered. On 20th May 1986 the meeting of working group took place including: J. Wróbel, T. Grzybek, J. Pazdan, S. Mytych, L. Machniak, A. Ogrodnik, J. Drozdowicz, J. Pawlak, E. Bała. Initially there was an assumption that Riegel yacht would be built, but eventually it was changed to Bruceo structure¹⁵. The decision was made due to the fact that yachts of this class are convenient, brave and proven units intended for distant maritime tourism. The structure was modelled on projects of world-famous designer Bruce Roberts, ensuring very good living conditions as well as good nautical properties. Unlimited range and great autonomy of sailing merged with convenient interior make the yacht perfect for long maritime journeys¹⁶. On 11th March 1987 the first meeting of Społeczny Komitet Budowy Jachtu Pełnomorskiego took place when the Bureau of Committee was chosen. Z. Cypryś, the secretary of Voivodeship Committee of PZPR (Polish United Workers' Party), was elected as the Chairman, Z. Sokół, the Vicepresident of Rzeszów, as Vice-chairman, K. Piejko, the director of BGZ, as the Treasurer, M. Wilusz as the Secretary. On 5th March 1988 in Leżajsk the ceremonial laying the keel of ROZZ yacht took place.¹⁷



Source: www.tvp.pl/rzeszow.

The following institutions helped with the building of s/y “Rzeszowiak”: PIP "Instal" Rzeszów and Leżajsk, ZZSD "Zelmer", car-repairing plant in Boguchwała, travel agency "Almatur", S.P. "Remstal", WSK PZL Rzeszów, chemical plant "Organika" Nowa Sarzyna,

¹⁴ J. Michalak, *Nad bieszczadzskimi jeziorami*, Krosno 1996.

¹⁵ The chronicle of ROZZ, Historia budowy s/y Rzeszowiak

¹⁶ http://www.karta-rabatowa.pl/index.php?mod=detale_rejsy_morskie_jachty&id=47

¹⁷ The chronicle of ROZZ, Historia budowy s/y Rzeszowiak, b.p.s.

the Voivodship Office in Rzeszów, WOSiR (Voivodship Centre of Sport and Recreation), "Elektromontaż" in Rzeszów, Centrala Rybna (Fish Marketing Board) in Rzeszów, the Town Council¹⁸. The hull of the yacht was made by Z.K.S in Leżajsk - "Instal Rzeszów" under the supervision of Polski Rejestr Statków (Polish Register of Shipping). After the leakproof test in 1990, the hull was sandblasted and painted with primer. In September 1991 it was transported to Rzeszów. Elements of equipment were bought: masts, sails, a unit engine KRAB, capstans, windlass, string rigging, yacht electronics, a head, navigation lamps. In addition, steering devices and containers from stainless steel were made. After this stage, there was a period of stagnation in building of the yacht, due to the lack of financial resources and other unfavourable circumstances. The hull was taken to Gdańsk not until 1998 where in Kaper Yachting Service owned by Ryszard Cissewski finishing works were conducted¹⁹.

In March 1998 the yacht went on its longest trip by land from Rzeszów to Gdańsk. This had to be preceded by measurements of the whole route with a special stick. The action was performed by Rzeszów sailors in order to find places where the yacht could be transported without crossing electrical wires. Some of laps had to be closed for traffic because not in every place "maritime load" left enough space for other road users. This situation occurred all the way from Opatów to Kielce and during driving through some locations²⁰.

On 16th September 2000, after the years of financial and administrative struggle, the christening of the yacht bruceo called *s/y Rzeszowiak* took place, being given a number POL 2310²¹. The launching of *s/y Rzeszowiak* was attended by several dozens of subcarpathian sailors²². The celebration was held in the Yachtclub of Gdańsk Shipyard in Górkki Zachodnie with the presence of many personages. The greatest interest was arisen by the famous sailing globetrotter, captain Henryk Jaskuła who at one time made a name for himself by his voyage around the world without any stops.



Source: The chronic of ROŻŻ, the christening of *s/y Rzeszowiak*.

Rzeszowiak is a steel unit designed by Bruce Roberts, modified in turn by Juliusz Strawiński and Jerzy Maćkowiak. It has 80 m² of sails (measuring) and an auxiliary engine PZM "Krab" with power of 43,5 hp. After the launching, the trials on water took place, then in the middle of October yacht was pulled out of water and prepared for spending the winter²³.

The yacht has comfortable and spacious interior which is divided into a few compartments. In the forepeak there is a roomy double cabin with a V-shaped berth. Between the forepeak and the wardroom there is a sanitary room with a head, a sink and a shower.

¹⁸ Ibid

¹⁹ The chronicle of ROŻŻ, Historia budowy *s/y Rzeszowiak*.

²⁰ J. Leniart, *Jacht Marzeń*, Nowiny (21.09.2000), page 5.

²¹ The calendar of ROŻŻ, 1945 – 1989, the typescrip in the possession of ROŻŻ.

²² A. Skarbowska, *Spełnione marzenia na trzy żagle*, Super Nowości (25.09.2000),page 3.

²³ The chronicle of ROŻŻ, op.cit.

Spacious and bright wardroom contains a giant table, which can be shared by the whole crew, and four berths. Going farther the stern, on the left side there is a galley with a gas-cooker, a big double sink, comfortable cabinets and a large worktop. On the right side a navigational nook is placed. On the stern there is a huge cabin with two berths, a table and a cupboard. The whole interior is solidly and aesthetically made by the owner of the yacht²⁴. The hull of the yacht is made of steel, masts and booms of aluminium, the sails are Dacron. The yacht is equipped with all necessary sails: the working set (jib, mainsail, spanker), the storm set, additional headsails. Altogether, there is a dozen or so sails to choose. It has the GPS, a VHF DSC icom, a facsimile map receiver, navtex, a log, sounding, an anemometer. The safety measures are used: EPIRB, pyrotechnics (12 red flares, a smoke buoy), an inflatable life raft, maritime lifejackets, safety belts. The yacht is also equipped with a double-burner gas stove, a gas-electric refrigerator, a head, a shower and a set of dishes²⁵.



Source: The chronicle of ROZZ, s/y Rzeszowiak.

The yacht possesses containers for 540 liters of water (2x270 l), in addition two heads are installed: one traditional, outboard, and the second electric. The installation of sweet water is of gauged pressure, that is, a hydrophore pump is used which delivers the water to sinks and showers. The yacht is also equipped with a container for greywater of capacity equal 170 liters, in addition there are electric and hand bilge pumps. In the engine, the power transmission system PZM KRAB of 43,5 KW is installed, with fuel consumption of 3,4 liters per hour (base engine SW 266 MK produced by WSW Andrychów), two fuel containers of capacity amount to 265 l and 135 l are attached, a blade of rudder is linked to a steering wheel by hydraulic transmission (VENTUS). Electrical installation has power of 24 V, there is a possibility of appliances' powering with 12 V by use of mounted voltage converters – lighter sockets. The yacht is equipped with a landline radiotelephone UKF: ICOM601 with DSC, along with a cockpit set Commandmic HM134B, additionally, with manual radiotelephone UKF ICOM M1 and NAVTEX used for reception of forecasting and other announcements of coast stations FURUNO. The equipment contains also the GPS Raymarine 300, an anemometer, a weather vane, a log, echo sounding ST- 60 Raymarine, a car radio AM/FM with a CD player, a manual flare pistol NICO – 6 pieces of one-star white flares, a compass Plastimo Olympus, a hand bearing compass Plastimo – IRYS and a radiobeacon EPIRB G4 with the GPS created by the McMurdo company. The power supply of the yacht is executed on the basis of unattended airtight VRLA battery (economic, navigating and starting batteries) charged on the shore or by alternators on the engine. Genoa jib sails are installed on a roller jib, mainsail – 380 fabric – 3 reefs, as well as the complete set of Dacron sails, storm sails and spinnaker on a spinnaker pole²⁶.

²⁴ http://www.karta-rabatowa.pl/index.php?mod=detale_rejsy_morskie_jachty&id=47

²⁵ Ibid

²⁶ The chronicle of ROZZ, opis techniczny i wyposażenie jachtu, b.p.s.



Source: The chronicle of ROZZ, s/y Rzeszowiak.

S/y *Rzeszowiak* sailed for 5 years, visiting many ports of the Baltic Sea, the North Sea and the Atlantic Ocean. Captain Jarosław Pawlak was the first captain who commanded the unit during short test voyages in September 2000. The maiden voyage to Denmark in May 2001 was led by captain Marian Wilusz²⁷. In 2001 the yacht undertook twelve voyages visiting Sweden, Finland, Denmark and Germany²⁸. S/y *Rzeszowiak* took part in many maritime actions and regattas organized on European seas. It participated in the Puchar Prezydenta Miasta Gdańska (the Gdańsk Town Mayor's Cup) regatta annually, however without any significant successes.²⁹ Besides tourist-training voyages organized by ROZZ, the yacht was often chartered by various institutions or private people³⁰.

In 2002 the yacht moored in 38 ports during its ten voyages, stopping in Sweden, Latvia, Lithuania, Germany, Denmark, Estonia, Russia, Finland³¹. On 16-17th August 2002 s/y *Rzeszowiak* yacht participated in the Puchar Prezydenta Miasta Gdańska Regatta held on the waters of Gdańsk Bay³².

In 2003 eleven voyages were undertaken to, among others, Germany, Denmark, Latvia, Lithuania and Finland. In the same year Rzeszów unit took part in the worldwide event called *Operacja Żagiel (The Tall Ships Race)*, the biggest rally of sailing ships in the world. The rally is connected with regattas and occasional events organized by the Sail Training Association. Its aim is to promote the idea of upbringing the young people on the decks of large sailing ships³³.

In 2004 the Rzeszów yacht sailed nine tourist and training voyages to Denmark, Germany, Finland and Sweden³⁴. In the same year, on 12-15th August it joined the Puchar Prezydenta Miasta Gdańska Cup Regatta³⁵.

In 2005 s/y *Rzeszowiak* sailed around Denmark, Latvia and Sweden. On 9th August during the sail training voyage organized by ROZZ for the Rzeszów sailors there was an accident. The last entry in the log-book at 18:00 from Liepaja in Latvia reads: "Passing of heads in Liepaja at 20:00. The watch was handed over to team I"³⁶. Rzeszowiak yacht, sailing in the stormy weather, was at that time around 40 NM from Hel and over 20 NM from the

²⁷The chronicle of ROZZ, [Odbudowa i remont jachtu](#).

²⁸Log-book 2001 in the possession of ROZZ.

²⁹The chronicle of ROZZ, [Odbudowa i remont jachtu](#).

³⁰The chronicle of ROZZ.

³¹Log-book 2002 in the possession of ROZZ.

³²The chronicle of ROZZ.

³³A. Lemański, *Wielkie żagle, wielka przygoda*. Rejs nr 10, Warszawa 2003, pages 32-33.

³⁴Log-book 2004 in the possession of ROZZ.

³⁵Voyage calendar 2004 in the possession of ROZZ.

³⁶Log-book 2005 in the possession of ROZZ.

Russian shores. At 17:42 of Polish time weather conditions on the sea forced the captain to evacuate the crew³⁷. A Mayday call was received by the Norwegian ferry *m/f Finlandia* which was nearby. As a result of approaching trials, the units hit each other many times, destroying all the sailing equipment above the deck on Polish yacht. The sides were also partially damaged. During the collisions two people, the captain as well, tried to save themselves by jumping into the water. One person was handed over on the ferry's board. In the meantime air forces joined the rescue. The youngest member of the crew, being in the water for a few hours, was taken on the helicopter's board. However, the captain of the crew Stanisław Mytych was not found then. On 10th August 2005 the rest of the crew was transported to Tricity hospitals by Sweden helicopters. After the rescue, drifting yacht was left on the sea. The board of ROZZ made efforts to ensure that *s/y Rzeszowiak* would be back in its port of registry. The captain of *m/y Stenia* undertook the search of the yacht. The members of the crew were put together, thanks to them the damaged unit was regained. The body of captain Stanisław Mytych was found as well³⁸.

After the saving of the yacht, the reconstruction began. ROZZ activists did a lot of repairing works on their own, the financial resources were gained from sponsors. In the restoration Sailor-Scouts also helped as well as shanting band „Klang”. Within the framework of support in the project, ROZZ gained financial resources from the city authorities of Rzeszów³⁹.



Source: <http://www.zagle.com.pl/artukul/czytaj/co-dalej-z-rzeszowiakiem,11797/>, Destroyed *s/y Rzeszowiak* after the accident in 2005



Source: <http://www.samoster.org.pl/index.php?doc=54/>, *s/y Rzeszowiak* after the accident in 2005

³⁷ Żagle Water Sports Magazine, issue 08 August 2012, Gdynia 2012.

³⁸ The chronicle of ROZZ

³⁹ The chronicle of ROZZ, Odbudowa i remont jachtu.



Source: The chronicle of ROŻŻ, the rebuilding and redecorating of the yacht (2006-05-27)

In 2007 the repairs of the yacht were finished and the unit was commissioned. The first voyage after the accident took place on 3rd June 2007 under the command of Mariusz Piechnik. After nearly two years of break, repaired yacht *Rzeszowiak* undertook a journey to Klaipeda in Lithuania. The aim of the sail, among others, was to meet the honorary consul of Poland who helped in getting the damaged yacht back⁴⁰.

In July and August 2007 *s/y Rzeszowiak* participated in the *Operacja Żagiel* on the Baltic Sea⁴¹. In the same year the yacht sailed nine journeys in Lithuania, Latvia and Sweden⁴².

On 25th May 2008 *s/y Rzeszowiak* run aground behind the breakwaters of Łeba port. *Izba Morska (Admiralty Court)* determined that the cause of accident was "not asking for information of current depth of the leaving with NE 4B wind, sea state 2 and good visibility". Again – it was not the yacht that failed, but human, which is confirmed by appropriate judgment of the Court...⁴³ There were no major damages of the yacht so *s/y Rzeszowiak* could go on nine voyages, the same as in the previous year, visiting Denmark, Germany and Lithuania⁴⁴.

In 2009 *s/y Rzeszowiak* sailed eight travels to Denmark, Germany, Sweden, Finland as well as Latvia⁴⁵.

In 2010 the yacht visited Lithuania, Estonia, Finland, Denmark, France and Great Britain, simultaneously undertaking twelve journeys that year. It participated also in regattas of the *Operacja Żagiel*⁴⁶.

In 2011 *s/y Rzeszowiak* made a voyage to Spilzbergen, which lasted the whole season.

In May 2012 the yacht set sail from Gdańsk port in the next journey which aimed in Greenland. The itinerary led through Denmark, Scotland, Iceland. The sail went on in legs with the crew changes. *s/y Rzeszowiak* reached Greenland in the middle of August. A few days later it set off the way back to Reykjavik, where the crew change took place. The destination port of 2-week long journey was supposed to be Edinburgh in Scotland⁴⁷.

On 4th September 2012 at 8.00 a.m. SOS signal from *s/y Rzeszowiak* drifting with a broken mast around the Faroe Islands on the Norwegian Sea was sent. On the unit there was

⁴⁰ The chronicle of ROŻŻ, *Rzeszowiak znowu na fali*.

⁴¹ Log-book 2005 in the possession of ROŻŻ.

⁴² Log-book 2007 r. in the possession of ROŻŻ.

⁴³ *Żagle Water Sports Magazine*, issue 08 August 2012, Gdynia 2012.

⁴⁴ Log-book 2008 r. in the possession of ROŻŻ.

⁴⁵ Log-book 2009 r. in the possession of ROŻŻ.

⁴⁶ Log-book 2010 r. in the possession of ROŻŻ.

⁴⁷ J. Leniart, E. Kurzyńska, Daily paper *Nowiny Rzeszowskie*, *Udało się uratować załogę jachtu "Rzeszowiak"*, 5 September 2012.

10-member crew to which two ships and two helicopters had been already sent. News announced by information portals said that two people on the board were wounded. The rescue efforts were hindered by a very strong wind (10 in the Beaufort scale) and high waves, reaching 10 meters in height. The first trial of rescuing the wounded sailors was unsuccessful. Rescue workers and the crew waited for improvement of conditions before they renew the action – the forecasts for this region suggested the weather improvement. Not until around 21.00 the rescue team managed to take the crew from the drifting yacht⁴⁸.



Source: <http://www.zagle.com.pl>, The rescue of s/y Rzeszowiak – the tow

Based on data from the log books yacht of s/y Rzeszowiak held in ROZŻ in Rzeszow it can be stated that from 2000 to 2012 the sailing yacht went on eighty six documented sea cruises. The boat visited: Denmark, Estonia, Finland, France, Lithuania, Latvia, Germany, Russia, Spitzbergen , Sweden and Great Britain. It participated in numerous prestigious international regattas The Tall Ships Race as well as national ones for example the President of Gdansk Cup which took place on the waters of the Gulf of Gdansk.

Despite a short boat operations it should be admitted that Rzeszowiak has instilled passion for sailing into many residents of Rzeszów city. It has been shown by participation in many regattas and cruises. It should also be noted that despite many adversities (three accidents) s/y Rzeszowiak has been rising like a phoenix from the ashes, thanks to enthusiasts of sailing.

⁴⁸ <http://www.zagle.com.pl/artykul>