



ZWIĄZEK PRACODAWCÓW  
FORUM OKRĘTOWE  
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER JULY-AUGUST 2017

## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### NEWBUILDINGS AND SHIPBUILDING SUBCONTRACTING

#### **Both hybrid ferries for London from Remontowa Shipbuilding named**

Late June, in presence of Jonathan Knott, Amassador of the United Kingdom in Poland, symbolic keel laying ceremony took place for one of the two hybrid propulsion double-ended ferries for Thames crossing in London district Woolwich.

Also, as announced on June 30, the two new state-of-the-art boats being delivered to the Woolwich Ferry next year have been officially named. They are being called the *Ben Woollacott*, after a former deckhand who died working on the ferry, and *Dame Vera Lynn*, the legendary singer from east London.

The new vessels, costing around GBP 20 million for both, are being constructed by Remontowa Shipbuilding and will extend the life of the historic river crossing for years to come. They will come with specialised 'hybrid' engines allowing them to run on electricity generated by the motors. To reduce emissions even more, they will be fitted with special state-of-the-art systems to treat their exhausts, cutting harmful nitrogen oxide and particulate emissions.

Each of the ferries will accommodate up to 150 passengers and 45 personal cars. It is estimated they will carry over a million cars and 2.6 million passengers yearly.

The boats' advanced design and use of the very latest marine technology means they will require minimum maintenance when they enter service late in 2018. This means only two boats will be required to operate the services, rather than the current three. They'll be able to carry 40 cars each, an improvement of 14 per cent on the current vessels.

#### ***El Mellah* nearing delivery, undergoing final trials**

On August 16, the *El-Mellah* training sailing ship set sail for the second series of sea trials with representatives of the end-user, marking the closely approaching delivery.

The contract with the Algeria, aside from the construction of the ship, also includes training future crew members and cadets carried out in collaboration with the Maritime Academy in Gdynia. As part of the training Algerians have sailed a few weeks on board the sister-ship *Dar Młodzieży* in the Baltic Sea under the supervision of Polish specialists. The ultimate goal of the training is an independent cruise sailing to their country.



*El-Mellah* on sea trials.  
Photo: Remontowa Shipbuilding

metres allowing the ship to reach a top speed of 17 knots. The crew is composed of 222 officers and sailors including 120 cadets.

She has been designed by Zygmunt Choreń, an engineer considered to be the most outstanding constructor of sailing ships in the world.

### All new Salish Class ferries in service



*Salish Raven* departing Tsawwassen on her first day in service on August 3, 2017.

Photo: Scott Arkell/Twitter/ West Coast Ferries

Shipbuilding SA in Gdansk, Poland. All three vessels arrived in BC this year after a 10,440 nautical mile journey for each ship. The *Salish Orca* arrived in Canada in January 2017, and entered service on the Comox-Powell River route in May. The *Salish Eagle* arrived in March and entered service on the Tsawwassen-Southern Gulf Islands route in June. The *Salish Raven* arrived in June and entered service for the Southern Gulf Islands in August.

As Mark Wilson emphasizes, in less than three months, BCF has introduced three new ships into service which has been an amazing coordination of effort and resources with shipboard crews, shore side support teams, fleet maintenance unit and vessel replacement program staff.

The Salish Class vessels are capable of running as dual-fuel on either natural gas or ultra-low Sulphur diesel.

### Partly outfitted seiner for Norway delivered from Wisla Shipyard

The ship, yard no. 58, launched early August, is the first of two sister vessels contracted from Larsnes Mekaniske Verksted AS. The Norwegian yard announced acquiring of these orders in July last year. The two ships are designed by Naval Consult or Måløy and destined for northern Norway owners.

Since July 16 until 23, 2017 the *El-Mellah* underwent the first set of sea trials, during which the vessel's onboard equipment as well as its maneuverability and performance were checked and verified. Rigging and hoisting the sails were also conducted. The second series of sea trials was expected to last to the end of September. The ship sailing in Polish territorial waters with representatives of the final customer - the Algerian Navy - was also expected to call the Port of Gdynia several times.

The *El-Mellah* ("Sailor" in Arabic) has been built at Remontowa Shipbuilding in Gdansk, a member of Remontowa Holding capital group for the Algerian Navy. The length of the hull, including bowsprit, is 110 metres, while the tallest of its three masts is 54 metres above water line. The sail area is 3000 square

On August 3, 2017 *Salish Raven*, the last in the series of three new LNG-powered car passenger Salish Class ferries commenced its service on the Tsawwassen - Southern Gulf Islands route, BC Ferries (BCF) announced. *Salish Raven* will be based at Tsawwassen terminal for the summer servicing the Southern Gulf Islands.

The ship entered the service sooner than it had been originally planned due to a mechanical problem with the starboard controllable pitch propeller experienced by the 53-year old *Queen of Nanaimo* which was to be replaced by the *Salish Raven*.

The *Salish Orca*, *Salish Eagle* and *Salish Raven* are the newest vessels to join the BCF fleet this year. The new vessels have replaced the *Queen of Nanaimo* and the now retired *Queen of Burnaby*.

The Salish Class vessels were built at Remontowa



The partially outfitted hull under tow from Wisla Shipyard.  
**Photo: Piotr B. Stareńczak**



Commemorative photo of the Wisla Shipyard crew with partially outfitted fishing vessel *Sander Andre* prior to launching.  
**Photo: Larsnes Mek. Verk.**



**Fig.: Naval Consult**

38.65 m and 9.25 m beam. They will be each fitted with six RSW tanks (with refrigerated seawater) with total capacity of 420 m<sup>3</sup>. Accommodation is foreseen for 10 persons in four single and three double cabins. The ship is to be delivered in 2017 Q IV (in December according to some sources).

The first of the two vessels, recently launched and delivered from Poland, as partly outfitted unit, to Norwegian yard is *Sander Andre*, for Mirel AS of Lofoten Islands, with delivery scheduled for 2017 Q III. The partly outfitted vessel was built at Gdansk based Wisla Shipyard. Tug *Ronja* towed the seine fishing vessel to Larsnes, departing the yard in Gdańsk on August 9 and arriving to its destination on August 15. Both vessels are to be built to virtually the same design (NC 126) and are to feature gross tonnage of just under 500. Each of the ships is to be equipped with 420 m<sup>3</sup> capacity refrigerated sea water live fish tank. Partially outfitted hull of *Nordhavet*, for Larsnes yard, is also about to be built at Stocznia Wisła (Wisla Shipyard).

The seine fishing vessels feature overall length of

### Patrol vessel *Ślązak* construction progress

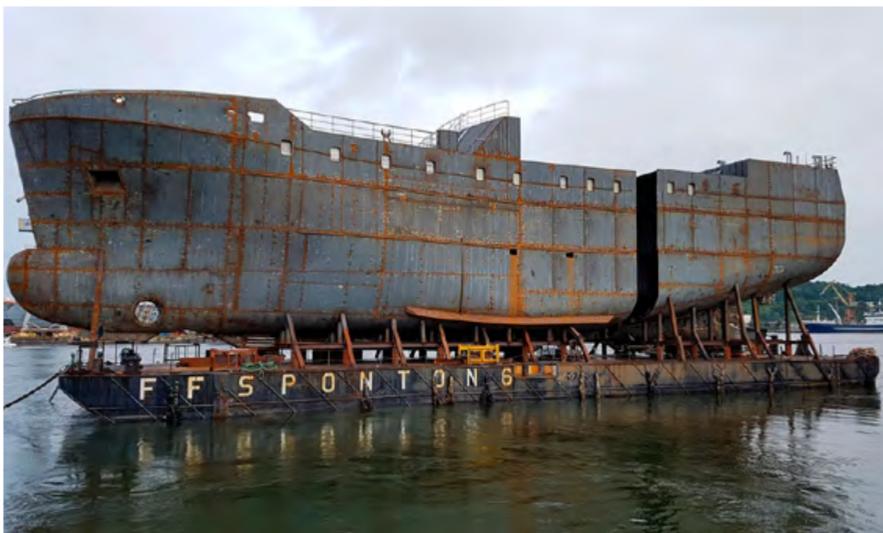


On July 28 the ship TBN ORP *Ślązak* was towed from inside of the yard to Nabrzeże Gościnne pier of Naval Shipyard Gdynia. The aim was to carry out drives and propulsion system tests, including main propulsion stationary tests.

The ship was launched over two years ago after several years of troubled construction process, with degrading and change of function from previously intended corvette. The most recent estimates say the ship would be ready for sea trials early 2018.

**Photo: Piotr B. Stareńczak**

## Hull blocks for a longliner for Simek, delivered by Vistal



Departure of the hull of Veidar in two blocks, towed to Norway onboard a heavy-lift pontoon-barge.

Photo: Simek AS

and completion, while the Norwegian yard has built the aluminium superstructure.

The new *Veidar* longliner/netter is designed for a crew of 25 in 16 cabins, and not much other data have been revealed so far. The ship is designed with 900 m<sup>3</sup> freezing hold capacity and is expected to reach the speed of 14 knots.

On August 21, the port of Gdynia saw towout, by *FFS Amaranth* tug, of the heavy-lift pontoon-barge with partially outfitted hull of the ship to be named *Veidar*, in two blocks, built by the companies of Vistal Group for Simek AS yard in Norway. The hull sections reached destination on August 25.

The Simek shipyard has signed a contract to build a 55 metre combination netter and longliner for a Godøy owner. The new longliner for Veidar AS, based on the island of Godøy near Ålseund is set for delivery in December 2017, and this is the first time that Simek has built for this company.

The newbuild is a Rolls-Royce NVC306 design and is to be built at the Flekkefjord yard using pre-fabricated hull blocks brought from Poland for assembly

## SHIPREPAIRS AND CONVERSIONS

### Hull insert construction for Finnlines vessels jumboisation at Remontowa SA



The construction of the first insert for Finnlines ro-ro vessels lengthening.

Photo: J. Uklejewski

fourth one was scheduled for September. Each of the inserts weighs 1500 t, measuring 29.5 m in length, 26.5 m width and 23.5 m depth.

On June 29, at Remontowa SA shiprepair yard in Gdansk, aboard semi-submersible heavy-lift barge *Rem-Lift 24000* the first section was laid for the construction of hull insert destined for the first ro-ro ship to be lengthened for Finnlines. It was the 55 t double bottom section of the insert for the *Finntide* ro-ro, expected to arrive at the yard in September. The whole contract, i.e. lengthening of the four cargo ro-ro's, is planned to be completed in May 2018.

The project is being executed in fast pace. The contract for lengthening of four vessels was signed on March 31, while May 19 saw first steel cutting.

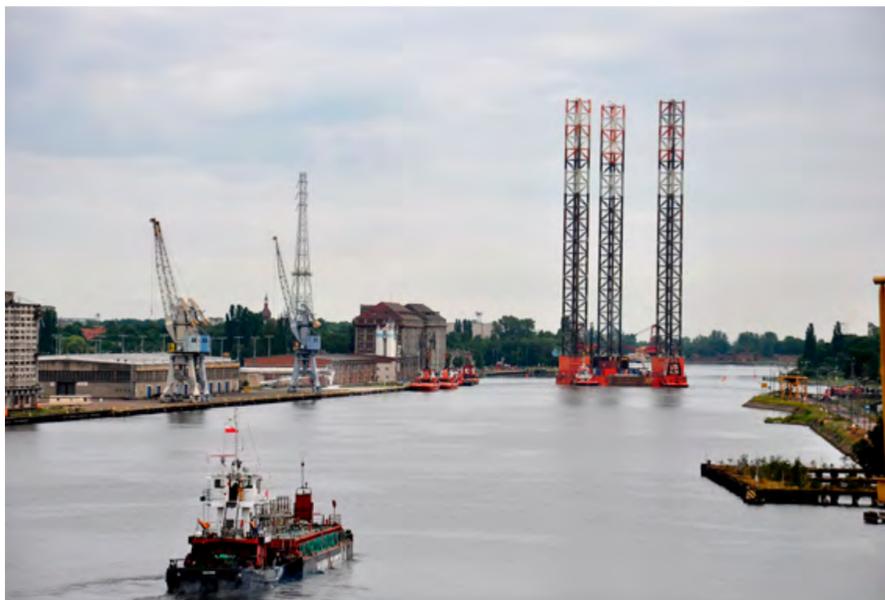
As we went to press, early September, the insert for the first ship, consisting of 26 sections, was almost ready. As of late August the construction of inserts for three ships was underway. Steel cutting for the

### Ship repairs at Naval Shipyard Gdynia

Early August the 60 metres long Danish flagged pontoon *Aarsleff 121* was settled in the working station after lifting from water on a syncrolift at Naval Shipyard Gdynia. Contracted works consist of steel replacement outside and inside of the unit. About 15 000 kg of rusty steel had to be removed. Other works provided by the shipyard were cleaning and washing the hull and the tanks.

On 31th of July the offshore tug (AHTS) *Mare Verde*, entered the shipyard. The tug was lifted in the floating dock and early works were provided right there. The scope of works included: washing, cleaning, maintenance of the hull and decks, as well repairs related to the anchoring and steering systems, tanks maintenance and steelwork.

## **Petrobaltic offshore jack-up redelivered after modifications from Remontowa SA**



*Petrobaltic* self-elevating platform leaving the yard and the port of Gdansk.  
Photo: Jerzy Uklejewski

On July 19, 2017, assisted by three tugs, the self-elevating platform *Petrobaltic* left Remontowa SA shiprepair yard.

It has been already the 15<sup>th</sup> mobile offshore unit to be repaired, upgraded and/or converted at the Gdansk based yard.

The repairs and modifications have been commissioned by the rig owner - Lotos Petrobaltic SA. The range of works included steelwork and upgrading of underwater part of the rig's legs.

The former drilling platform is to be ultimately converted into a processing / oil and gas separation production unit for the B8 offshore field, operated since September 2015.

At Remontowa SA, over 190 sacrificial anodes have been installed, 12 spudcan satellites totalling 315

tonnes, as well as 24 bracings have been replaced in lattice structure rig's legs.

Let us recall that on 7 January, 2017 at Remontowa SA shiprepair yard in Gdańsk, a special docking operation was carried out. The shipyard with the assistance of six tugs, docked the *Petrobaltic* jack-up rig, using a semi-submersible heavy lift unit *Rem Lift 25000*.

The Lotos Petrobaltic SA is a company that implements the strategic objectives of the Lotos Capital Group in the area of exploration and production of hydrocarbons.

## MARINE EQUIPMENT

### **Remontowa LNG Systems launched new R&D project**

Remontowa LNG Systems Ltd. announced that on July 3rd, 2017 (in cooperation with Wrocław University of Science and Technology, Faculty of Mechanical and Power Engineering, Department of Cryogenic, Air and Process Engineering), the company commenced implementing of the new research & development project "Optimization of power supply systems for marine, road or rail drives which use natural gas in liquefied form".

The project is co-financed by the European Regional Development Fund under the Intelligent Development Operational Program 2014-2020; Priority axis 'Support for R&D by enterprises'; Measure 1.1 'R&D projects of enterprises'; Sub-measure 1.1.1 'Industrial research and development works conducted by enterprises' POIR 2016.

The project, worth 15.253.226,19 zloty (including subsidies from the European Regional Development Fund amounting to 7.911.554,75 PLN), will develop solutions that enable the use of LNG fuel in vessels, road and rail vehicles, through the use of energy-efficient and resource-efficient technologies.

Solutions worked out within the project will be implemented on the markets of the Republic of Poland and the European Union.

The project has among its goals: development of energy-efficient mobile power systems that enable the use of LNG as fuel in vessels, road and rail vehicles by developing innovative LNG power supply components, including: LNG tanks with optimized construction parameters, cooling power recovery and re-liquefying the gas discharged from the tank.

The project implementation period is July 3, 2017 - July 1, 2022.

## Production equipment enhanced at Famor



Famor enhanced its production machinery portfolio with an AMADA make AE-NT punching machine offering a punching capacity of 200 kN, with working area of 2500 by 1270 mm without repositioning and plates thickness up to 3 mm. It provides high precision (0.1 mm accuracy), numerically controlled steel and alloy plates punching.

Photo: Famor

## MISCELLANEOUS

### Polish shipbuilding production in 2016 and newbuilding orders

As an amendment to related item published in a previous issue of the Forum Okrętowe newsletter, we here-with present somewhat more detailed aggregated data on shipbuilding production in Poland in 2016 and orderbook portfolio at the end of the year - this time with ship type shares.

The data in tables has been developed by Forum Okrętowe in co-operation with [www.PortalMorski.pl](http://www.PortalMorski.pl)

#### Fully outfitted vessels delivered from Polish yards in 2016 (GT 100 and over)

Ship type (GT 100 and above)	number of ships	GT	CGT
1. Crude oil tankers (single shell) (1)			
2. Crude oil tankers (double shell) (2)			
3. Product and chemical carriers			
4. Bulk carriers (excluding combination carriers)	1	1 925	2 923
5. Combination carriers			
6. General cargo vessels	2	2 388	5 032
7. Reefers			
8. Container vessels and fast liners			
9. Cargo ro-ro vessels			
10. Vehicle carriers			
11. LPG carriers (3)			
12. LNG carriers (3)			
13. Ferries			
14. Passenger vessels	1	148	1 394
15. Fishing vessels	1	497	1 971
16. Other non cargo carrying vessels	7	33 925	56 684
<b>TOTAL</b>	<b>12</b>	<b>38 883</b>	<b>68 004</b>

Newbuilding orders as of end 2016			
Ship type (GT 100 and above)	number of ships	GT	CGT
1. Crude oil tankers (single shell) (1)			
2. Crude oil tankers (double shell) (2)			
3. Product and chemical carriers			
4. Bulk carriers (excluding combination carriers)			
5. Combination carriers			
6. General cargo vessels	2	6 400	9 456
7. Reefers			
8. Container vessels and fast liners	1	10 537	10 332
9. Cargo ro-ro vessels	8	38 784	62 617
10. Vehicle carriers			
11. LPG carriers (3)			
12. LNG carriers (3)			
13. Ferries			
14. Passenger vessels	1	388	2 659
15. Fishing vessels	3	7 621	17 780
16. Other non cargo carrying vessels	6	18 009	37 370
<b>TOTAL</b>	<b>21</b>	<b>81 739</b>	<b>140 214</b>

Furthermore, in a matter of correction of previous estimated (owing to new data that has become available) we may reveal, that total sales value of all member companies of Forum Okrętowe amounted to PLN 6.7 billion, including in shipbuilding and shiprepair sector - some PLN 4.3 billion.

Total estimated sales value of Polish shipbuilding and shiprepair sector in 2016 was approx. PLN 10.6 billion, including PLN 4.3 billion from Forum Okrętowe members and PLN 850 million from state owned shipyard group.

Sales of yard sector in poland in 2016		
	[ PLN milion ]	[ % ]
Forum Okrętowe	4 263	40,2
state owned shipyard group	850	8,0
others	5 481	51,7

### **StoGda design input in innovative floating dock *Marco Polo* recently forwarded to owner**

Special purpose floating dock *Marco Polo* was docked on semi-submersible flo-flo type heavy-lift vessel and started its voyage to France. The dock will be anchored in Marseille from where the finished concrete caissons will be towed to Monaco. There, in the place of today's bay, they will be used for the construction of the apartment complex in land expansion project. The innovative dock (project no. NB56) was built at Crist Shipyard.

StoGda was responsible for basic design (partly), workshop documentation, supervising during construction and as-built documentation, excluding electric and automation works only.

### **PRS in co-operation agreement for drone technology development**

PRS (Polski Rejestr Statków) is not left behind in implementation of modern drone based inspection services development and in the area of intelligent ships. As revealed in May 2017 Polish Register of Shipping (PRS), in cooperation with national partners, has begun the process of implementing the Remote Inspection Technique on its classified vessels. Under this program, the idea of using drones is implemented to carry out inspection of the hull structure in difficult to reach areas.

Owing to the use of these devices it became possible to carry out inspections in closed spaces: cargo ships, fuel tanks, ballast tanks.

Properly adapted to these special purposes drones, convey the image of the difficult-to-access elements in real time to the indicated device in the hands of the inspector. The transmission can be recorded, which

gives a very accurate assessment of the condition of the object under investigation.

Among the first vessels, that has had its cargo tanks inspected with use of this technology was *Icarus III* tanker classified by PRS. This has been carried out with drone adapted for works in closed spaces and manufactured by Droneinspections.pl. The inspection has been carried out in cooperation with the company performing thickness measurement services Stefship, and the Shipowner.

The drone technology will be taken to an even higher level by PRS in its involvement with AVAL project. On August 17, 2017, representatives of Polski Rejestr Statków SA (PRS), UpLogic Sp. z o.o. and Sup4Nav Sp. z o.o. signed declaration of cooperation.

UpLogic and Sup4Nav participate in AVAL project aiming at developing technology for autonomous sea-going vessel cooperating with autonomous drone. Within the framework of the signed agreement PRS, UpLogic and Sup4Nav expressed their will to undertake coordinated efforts in Poland and internationally in the area of defining and setting up requirements and technical and operational standards for autonomous sea-going surface vessels and airborne drones, used, among others, in surveys (inspections) carried out on-board ships and offshore objects.

The agreement includes rendering technical services: drone testing, implementation of automation and monitoring of their flight path as well as consulting on reliability of drones intended for use in inspections. The cooperation between the mentioned parties will also include developing procedures, advice and provisional rules, as well as certification of autonomous surface vessels, airborne drones and their operators. The signed document foresees efforts towards improving safety of drone users and drones operating environment through technical expertise, assessments, basing on own research and experience, as well as drone operational risk assessment in sea-going, shipyard and offshore installations environment.

Among the main goals of the signed declaration of cooperation is implementation of technical innovation and transfer of know-how into Polish industry.

AVAL project is dealing with “Application research in the field of navigation, control, communication and data exchange technology between autonomous floating vessels and aircraft”. The aim of the project is to carry out industrial and developmental research, the effects of which will be on the technology used by the autonomous seagoing ship. The main technology element is an innovative navigation system that uses, in addition to navigational devices installed on board, data from video surveillance conducted by unmanned aircraft.

The results of the project will be applied as a product based on AVAL technology, which will be deployed to the maritime market in 2021.

AVAL technology includes or is defined by:

- Unmanned Marine Vehicles (BSM) Technology; the heart of the BSM is the collision component and the Unmanned Aerial Vehicle (BSP) communication system;
- BSP technology is a support for marine navigation in collision situations; BSP is equipped with a camera and sensors for recording and transmitting video and hydrometeorology data to BSM;
- Image Processing Technology (TPO); the key element of the TPO is an algorithm for detecting and recognizing objects at sea (eg salvage boats, icebergs, whales, etc.) in images recorded with a BSP camera.

## PRS will supervise the construction of tugs for Polish Navy



Polish Register of Shipping will be supervising the construction of a series of new tugs for Polish Navy ordered from Remontowa Shipbuilding SA.

PRS has been preparing to supervision of naval vessels for many years. Co-operation with the Navy has been established as early as in the 60-ties of the 20<sup>th</sup> century and intensified in the 1990's. Experience gained, also from supervision of conversion of ORP *kadm. X. Czernicki* logistics and command vessel, as well as from recent construction of ORP *Kormoran* minehunter (both from Remontowa Shipbuilding as

Rendering of the tug to be built at Remontowa Shipbuilding SA, under PRS supervision for Polish Navy.

**Fig.: Remontowa Shipbuilding**

well), enabled to develop and publish classification rules and other regulations related to naval vessels, which are constantly updated. Therefore PRS is able to render supervision of naval vessels under construction and in operation.

It is worth emphasizing that PRS is a member of NATO Ship Classification Association (NSCA) and International Naval Vessels Safety Association (INSA).

### **PRS advice on new rules and regulations**

As department for IMO affairs at PRS announced, Marine Environment Protection Committee (MEPC) 71st session took place during 3-7 July 2017.

The International Maritime Organization (IMO), the United Nations agency charged with regulating international shipping, has progressed its environmental agenda at the recent meeting of its Marine Environment Protection Committee (MEPC), 71st session (3-7 July). The Committee clarified the ballast water management schedule, progressed GHG and air pollution issues, adopted new NOx emission control areas, designated a further Particularly Sensitive Sea Area and agreed to work on implementation of the 0.50% global sulphur limit.

This work is helping IMO to fulfil its mandate to protect oceans and human health and to mitigate climate change, in line with the UN Sustainable Development Goals (SDGs), particularly SDG 14 (oceans) and SDG 13 (climate change).

Further information on schedule of implementation of Ballast Water Treatment equipment phase in schedule is available in Polish from PRS, at:

<https://www.prs.pl/o-nas/wiadomosci/aktualnosci/2017/harmonogram-instalacji-systemow-obrobki-wod-balastowych.html>

... and at IMO website in English:

<http://www.imo.org/en/MediaCentre/MeetingSummaries/MEPC/Pages/MEPC-71.aspx>

PRS also advices on the 98th session of the IMO Maritime Safety Committee (MSC), held on 7-16 June 2017. The outcome is summarized in Polish at PRS website:

<https://www.prs.pl/o-nas/wiadomosci/aktualnosci/2017/najwazniejsze-postanowienia-z-98-sesji-komitetu-bezpieczenstwa-morskiego-msc.html>

... and in English at IMO website:

<http://www.imo.org/en/mediacentre/meetingsummaries/msc/pages/msc-98th-session.aspx>

### **Baltexpo 2017 approaching fast!**

On Monday, September 11, International Maritime Trade Fairs Baltexpo commence, being of interest not only to specialists and decision makers in maritime sector, but also to young people, planning their career and seeking employment.

Special section of the exhibition ground - the Education and Employment Zone - the co-organizer of which is Youth Forum Okrętowe, every trade fair day, from 11 till 13 September visiting young people will be met and hosted by representatives of university students' scientific groups, Student's Councils, profession and employment advisers, as well as a consultant sharing his vast experience from abroad.

Also meetings of the young people with potential employers (Baltexpo exhibitors) are foreseen in Education and Employment Zone, supplemented by quizzes and competitions with prizes.

On September 13 everyone is invited to attend the open conference "Present and future challenges in education of the maritime sector and possibilities of implementation - what education model?". Providing the answer will be a challenge for guests invited to take part in the panel - representatives of maritime educational establishments, department of education at Ministry of Maritime Economy and Inland Waterways, regional employment authority, members of students' scientific groups, representatives of Naval Academy, employers, including Crist SA and Remontowa Holding.

Registering for free entrance is available at: <https://baltexpo2017.evenea.pl>

## Register for Maritime Economy Forum Gdynia

The prospects of maritime economy in Poland in light of the most current trends on global markets, innovations in ship-building industry and legislative matters connected with the Ship-Building Act and status of seamen are the leading topics at the Maritime Economy Forum 2017.

Participants of this year's Forum will be able to take part in four different panels: "Maritime Industries", "Seaports", "Maritime Logistics" and "Ship Management". The following subjects, among others, will be mentioned during discussions: innovations in ship-building industry, digitisation of transport, consolidation of the container market, co-operation of Polish ports, and legal solutions connected with the Ship-Building Act and the status of seamen.

The host and co-organizer for the shipbuilding and shiprepair sector panel ("Maritime Industries") is Forum Okrętowe, with participation of the Minister of Maritime Economy and Inland Waterways Marek Gróbarczyk announced.

During the Forum also winners will be honored with prestigious "Innovative Maritime Economy" prizes in the fifth edition of the awards.

The Forum will be held on 13th October 2017, Friday, at the Conference Centre of the Pomeranian Science and Technology Park in Gdynia at al. Zwycięstwa 96/98.

Participation in the Forum is free of charge with this form: <http://www.forum.gdynia.pl/en/newsletter>

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