REMONTOWA SHIPBUILDING

MEMBER OF REMONTOWA HOLDING S.A.

Ferries


Shetland
Islands Council
Fjord1
TORGHATTEN NORD
NORLED
BASTØ FOSEN
Caledonian MacBrayne
Hebridean & Clyde Ferries
PORT OF TALLINN
The Port of Good News
CMAL
BCFerries
SAMSØ KOMMUNE
TRANSPORT
FOR LONDON
WIGHTlink
Isle of Wight Ferries
OUR CLIENTS


REMONTOWA
REMONTOWA
SHIPBUILDING S.A.

REMONTOWA SHIPBUILDING S.A. GENERAL DESCRIPTION

REMONTOWA SHIPBUILDING S.A. is the biggest of companies belonging to REMONTOWA HOLDING which gives an opportunity to offer highly technically advanced products – from design to fully equipped ships.

REMONTOWA SHIPBUILDING S.A. owns a hull department consisting of four halls and nine bays (each equipped with overhead cranes of different lifting capacity), two stands for launching vessels using floating cranes, one stand for launching vessels into floating dock or pontoon, one side roller slipway and a 400-metre long quay equipped with essential infrastructure, compressed air, electricity and technical gases supply. The Shipyard's technical and production capabilities allow to build modern vessels up to 150 metres in length and 24 metres in width.

The Shipyard specialises in building advanced vessels such as:

- offshore support vessels (AHTS, PSV, ERRV, MPV, IMR, ROV, SOV);
- cargo vessels (container vessels, open deck carriers, LNG/LPG/LEG carriers);
- car-passenger ferries;
- multipurpose vessels (patrol boats, hydrographic ships, multifunction buoy tenders, research vessels, tugs);
- navy ships;
- fishing vessels;

The outfitting of vessels covers:

- painting;
- piping;
- machinery and deck outfitting;
- electric and electronic works;
- accommodation outfitting.

REMONTOWA SHIPBUILDING S.A. has implemented and maintains an Integrated Management System (IMS).
The individual management systems that make up the IMS are certified by national (Polski Rejestr Statków S.A. and Quality Certification Center of the Military University of Technology) and international (DNV GL Business Assurance) certification bodies.

Certification of the Quality Management System according to ISO 9001:2015, the Occupational Health and Safety Management System according to ISO 45001:2018 and the Environmental Management System according to ISO 14001:2015 by the world-wide recognized DNV GL Business Assurance certification body is advisable and has significant importance in relation to production of civilian ships delivered to foreign customers.
Certification of the Quality Management System according to ISO 9001:2015 by national certification bodies is the basis for the certification of the QMS for compliance with the publication AQAP 2110:2016, as well as for the maintenance of the Internal Control System's certificate and the Ministry of Internal Affairs and Administration's Concession, which are of particular importance and are required for Remontowa Shipbuilding S.A. to conduct military production and trade in military goods. Confirmation for other entities from NATO that Remontowa Shipbuilding S.A. has the capability of military production and meets the necessary requirements in this regard, is assigned to the Shipyard with the NATO Commercial and Government Entity Code NGAGE:0530H.

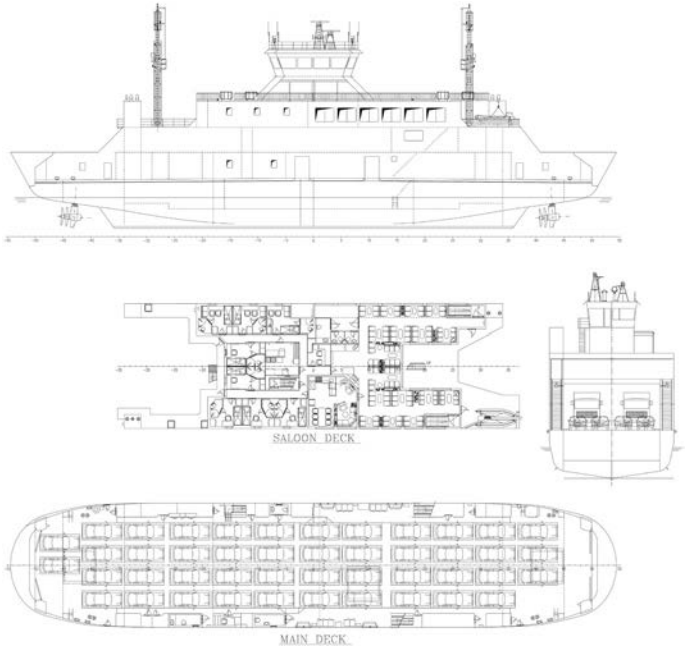
REMONTOWA SHIPBUILDING S.A. builds vessels in conformity to the requirements and under the supervision of the following Classification Societies:

- American Bureau of Shipping;
- Bureau Veritas;
- DNV GL;
- Lloyd's Register of Shipping;
- Polish Register of Shipping.

SKS 45 PCU DOUBLE ENDED RO-RO PASSENGER FERRY

Two (2) vessels - “FOLDOY”, “SJERNARØY”

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

Vessel meets requirements of DnV
for class notation:
DnV +1A1 – RE – CAR FERRY B – E0

MAIN PARTICULARS

Length over all	70,60 m
Length of cardeck	66,00 m
Breadth moulded	14,20 m
Breadth maximum	14,60 m
Depth moulded to Main Deck	5,25 m
Loaded draught moulded	3,25 m
Frame spacing	0,60 m
Speed	13 kn
GT (approx.)	1250 t
Passengers	200
Crew	5
Cars (PBE) on main deck	45 units
Trucks 18,00 x 2,60 m	4 units
Fuel oil	66 m^3
Fresh water	66 m^3

PROPULSION

Two (2) high speed Main Engines of 1200 kW each;
Two (2) Azimuth Thrusters;
Two (2) Generators of 250 kW each;
One (1) Emergency Generator of 120 kW

PASSENGER AREAS

One (1) passenger saloon.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER

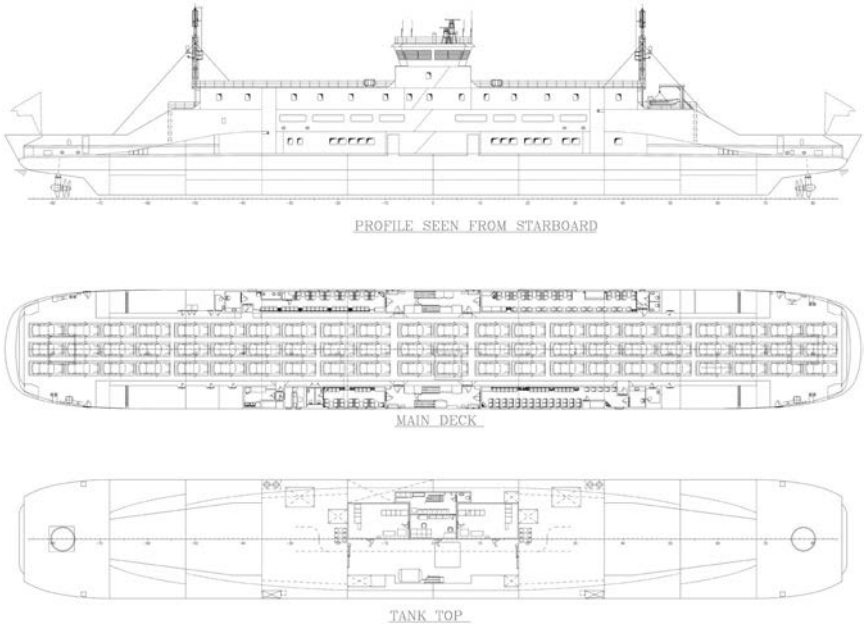
Rogaland Trafikkselskap (Norway)

YEAR OF DELIVERY

1999

SKS 100 PCU DOUBLE ENDED RO-RO PASSENGER FERRY
"FINNØY"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS
Vessel meets requirements of DnV for class notation:
DnV +1A1 – R4 – CAR FERRY B – E0

MAIN PARTICULARS

Length over all	106,06 m
Breadth moulded	15,00 m
Breadth maximum	15,30 m
Depth moulded	5,20 m
Maximum draft	3,15 m
Speed	12 kn
GT (approx.)	1935 t
Deadweight	820 t
Passengers + crew	350
Cars on Main Deck	100 units
Trucks 18,00 x 2,60 m	8 units

PROPULSION
Two (2) Main Electric Motors of 1000 kW each;
Two (2) CRP Azimuth Thrusters;
Four (4) Diesel Generating Sets of 640 kW (at 1500 RPM) each;
One (1) Emergency Generator.

PASSENGER AREAS
One (1) passenger saloon.

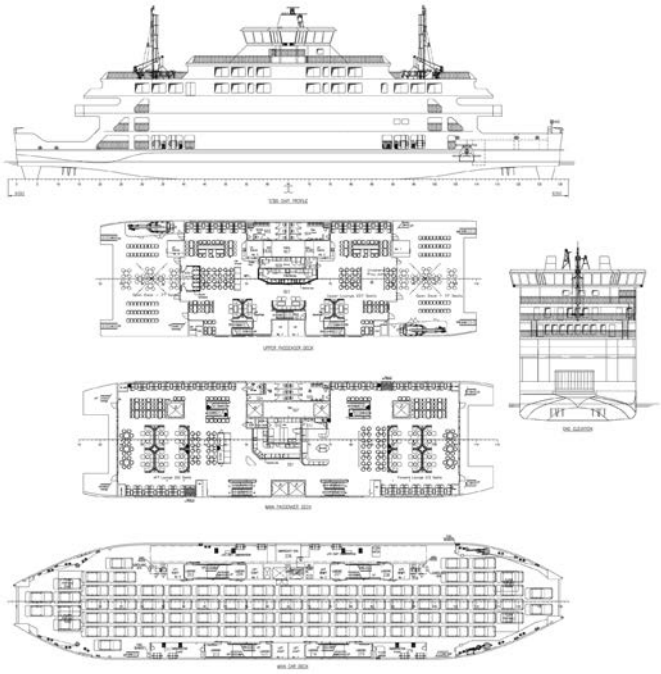
LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER
Rogaland Trafikkselskap (Norway)

YEAR OF DELIVERY
1999

204 PCU DOUBLE ENDED CAR PASSENGER FERRY
"ST. CLARE"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS
Vessel meets requirements of Lloyd's Register of Shipping for class notation:
LRS +100A1 Passenger/Vehicle ferry (restricted service) +LMC

MAIN PARTICULARS

Length over all	85,97 m
Breadth moulded	18,00 m
Breadth maximum	18,40 m
Maximum draft	4,60 m
Speed	13 kn
Passengers + crew	820
Crew	15
Cars on upper deck	64 units
Cars on mezzanine deck	52 units
Cars on main deck	81 units
Cars on ramps	7 units

PROPULSION
Four (4) Main Engines of 825 kW (at 1000 RPM) each;
Four (4) Cycloidal Propellers;
Four (4) Shaft Lines;
Three (3) Generators;
One (1) Emergency Diesel Generator of 100 kW (at 1500 RPM).

PASSENGER AREAS
Three (3) passenger lounges;
200 persons on upper Passenger Deck;
600 persons on Passenger Deck;
Open deck space for 154 persons;
Five (5) lifts;
Two (2) cafés;
One (1) shop;
Special area for passengers with dogs.

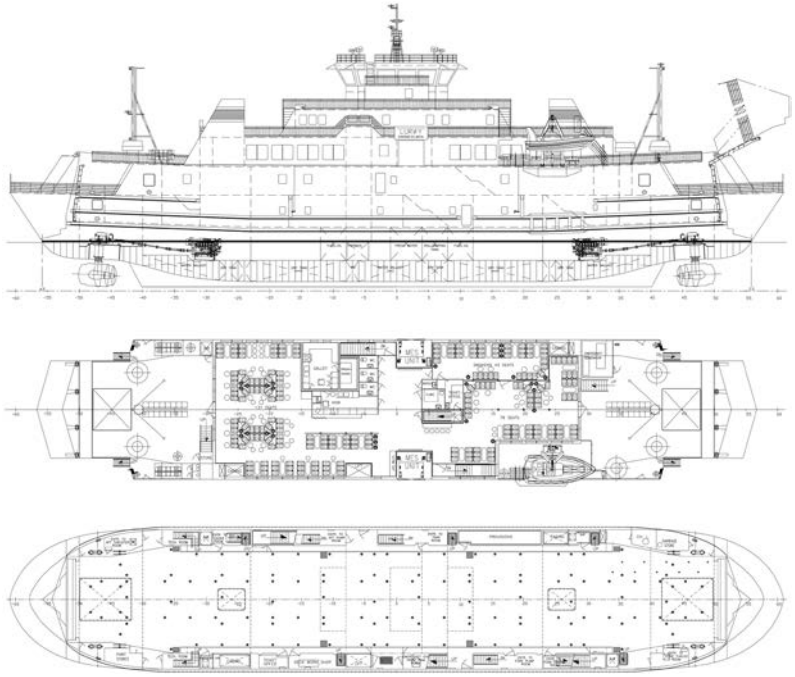
LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Eight (8) life rafts with hydrostatic release;
Two (2) rescue boats with davit.

OWNER
Wight Link (UK)

YEAR OF DELIVERY
2001

SKS 50 PCU DOUBLE ENDED RO-RO PASSENGER FERRY
"LURØY"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS
Vessel meets requirements of DnV for class notation:
DnV +1A1 – R3 – CAR FERRY A – MCDK – E0 – RPS

MAIN PARTICULARS

Length over all	73,15 m
Length of car deck	62,00 m
Breadth moulded	13,20 m
Breadth maximum	13,70 m
Depth moulded to Main Deck	5,00 m
Design draught	4,10 m
Speed	12 kn
GT (approx.)	2754 t
Displacement	2077 t
Maximum load	340 t
Passengers	275
Cars on Main Deck	50 units

PROPULSION
Two (2) Main Engines of 1100 kW each;
Two (2) Azimuth Thrusters;
Two (2) Generators;
One (1) Emergency Generator.

PASSENGER AREAS
Two (2) saloons (one with children play area) for non-smoking passengers;
One (1) saloon for smoking passengers;
One (1) galley;
One (1) kiosk;
One (1) passenger lift.

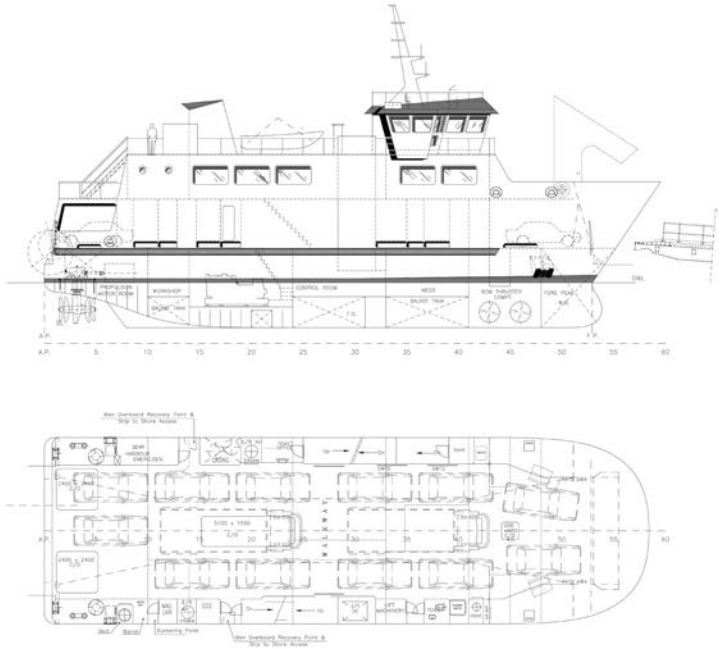
LIFE SAVING EQUIPMENT
Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER
Helgelandske A/S (Norway)

YEAR OF DELIVERY
2001

SKS 16 ROLL ON-ROLL OFF CAR PASSENGER FERRY
"LINGA"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS
The vessel meets requirements of Lloyd Register of Shipping for the class notation:
LRS +100 A1 I +LMC Roll on/Roll off Passenger /Vehicle Ferry, Laxo to Symbister Service, Nav 1

MAIN PARTICULARS

Length over all	35,80 m
Breadth moulded	10,80 m
Depth moulded	4,60 m
Draught	2,60 m
Speed	11 kn
Passengers	95
Cars on Main Deck	16 units

PROPULSION
Diesel Electric System;
Three (3) Main Generating Sets of 640 kW each;
Two (2) Azimuth Thrusters, located at aft end of the ferry;
Two (2) Bow Thrusters of 190 kW each;
One (1) oil heated CO Boiler (120 kW);
Power Management System;
Integrated Automatic System.

PASSENGER AREAS
One (1) air conditioned passenger saloon (handicapped suitable).

DECK EQUIPMENT
One (1) hydraulically operated visor and ramp at bow as well as ramp located aft for loading and unloading of cars and lorries;
One (1) electrically operated davit;
One (1) electrically operated capstan;
Car lashing system.

LIFE SAVING EQUIPMENT
Two (2) MES evacuation systems;
One (1) MOB boat;
One (1) Lifeboat davit.

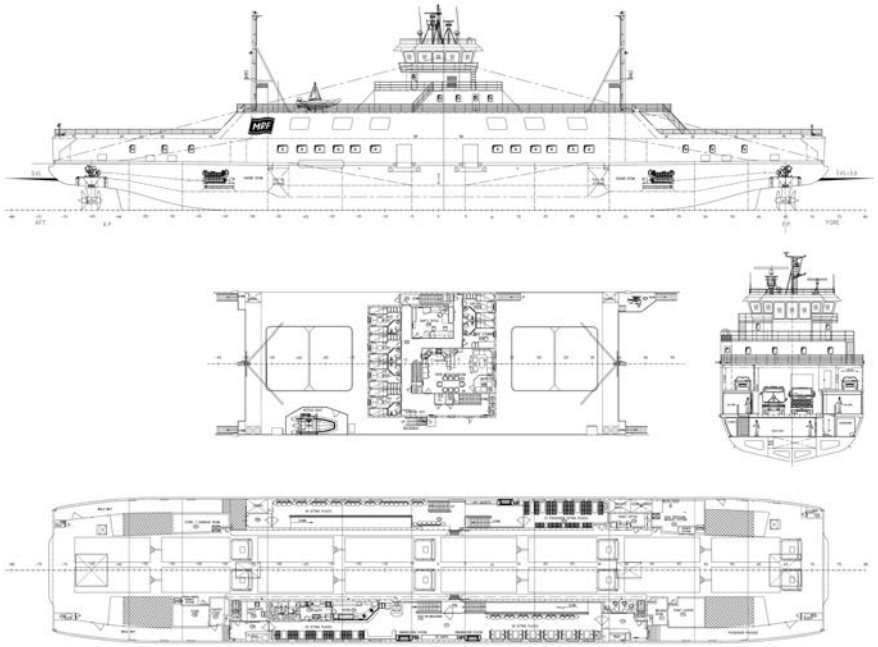
OWNER
Shetland Islands Council (UK)

YEAR OF DELIVERY
2002

SKS 85 PCU DOUBLE ENDED RO-RO PASSENGER FERRY

Two (2) vessels - “VOLDA”, “EIRA”

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

Vessel meets requirements of DnV for class notation:
DnV +1A1 – R4 – Car Ferry B – PWDK – E0 – RP – CLEAN

MAIN PARTICULARS

Length over all	87,00 m
Breadth moulded	16,00 m
Breadth maximum	16,40 m
Depth moulded	5,35 m
Maximum draft	3,85 m
Speed	12 kn
Deadweight	655 t
Passengers + crew	300
Cars on Main Deck	85 units
or	
Cars on Main Deck	31 units
Trucks 18,00 x 2,60 m	8 units

PROPULSION

Two (2) Main Engines of 1250 kW (at 1600 RPM) each;
Two (2) Azimuth Thrusters;
Two (2) Generators of 160 kW each;
One (1) Emergency Generator.

PASSENGER AREAS

Two (2) passenger saloons.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER

MRF – More Og Romsdal Fylkesbatar A/S (Norway)

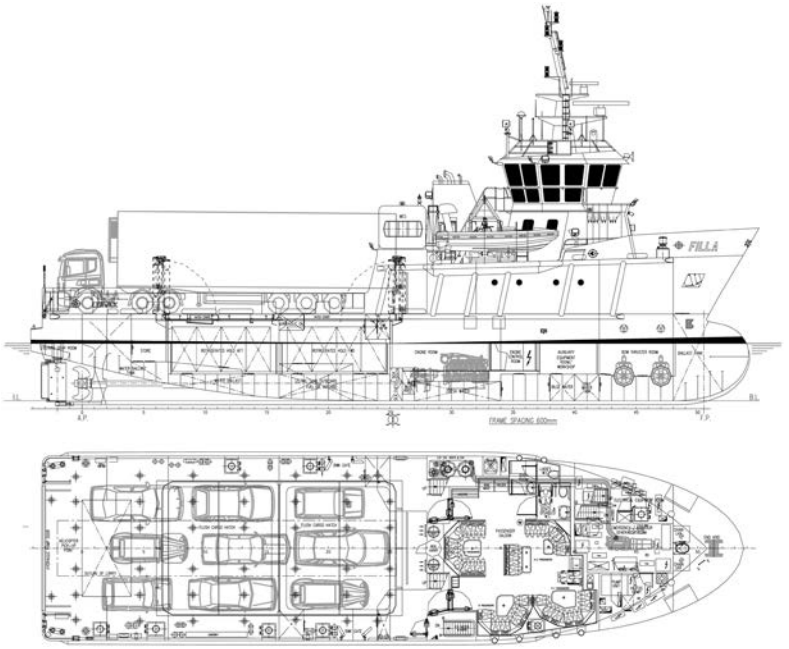
YEAR OF DELIVERY

2002

ROLL ON-ROLL OFF PASSENGER VEHICLE AND CARGO FERRY

"FILLA"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

The vessel meets requirements of Lloyd Register of Shipping for the class notation:
LRS +100 A1 +LMC Roll on/Roll off Passeger/ Vehicle Ferry, Specified Route Service, IWS

MAIN PARTICULARS

Length over all	35,50 m
Length of car deck	17,50 m
Breadth moulded	9,00 m
Depth moulded	4,20 m
Full load draft	3,05 m
Speed (at 85% of MCR)	12 kn
Passengers	30
Cars on Main Deck	9 or 1 lorry (36 t)
GT	351 t
Deadweight	172 t

PROPULSION

Two (2) Marine Propulsion Engines of 671 kW each;
Two (2) Diesel Generators of 190 kW each;
One (1) Harbor/Emergency Generator of 114 kW;
Two (2) CP Propellers;
Power Management System;
Integrated Automatic System.

DECK EQUIPMENT

One (1) hydraulically operated ramp at stern for loading and unloading of cars and lorries;
One (1) electrically operated vertical anchor winch;
Two (2) electrically operated capstans;
Two (2) hydraulically operated flap rudders;
Two (2) hydraulically operated hatch covers;
Car lashing system.

PASSENGER AREAS

One (1) air conditioned passenger saloon (handicapped suitable).

LIFE SAVING EQUIPMENT

Two (2) MES evacuation systems;
One (1) FRB boat;
One (1) Lifeboat davit.

OWNER

Shetland Islands Council (UK)

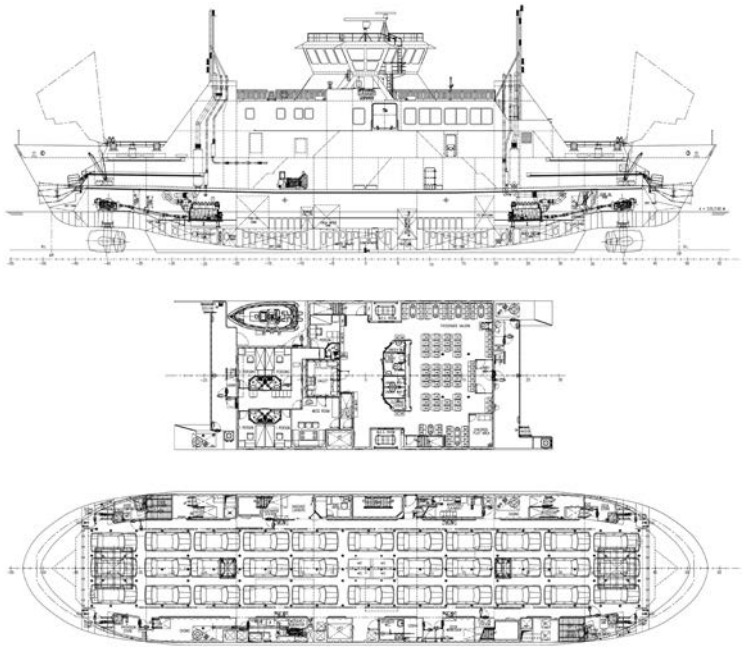
YEAR OF DELIVERY

2003

DOUBLE ENDED RO-RO PASSENGER FERRY

Two (2) vessels - “DAGGRI”, “DAGALIEN”

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

Vessel meets requirements of Lloyd’s Register of Shipping for class notation:
LRS +100A1 +LMC IWS UMS PSMR* Roll on/Roll off Passenger Ferry

MAIN PARTICULARS

Length over all	65,36 m
Length of car deck	52,80 m
Breadth moulded	13,80 m
Breadth extreme	14,30 m
Depth moulded	5,60 m
Loaded draught	3,70 m
Scantling draught	3,70 m
Frame spacing	0,60 m
Speed	17 kn
GT (approx.)	6000 t
Passengers	95
Crew	5
Cars 4,30 x 1,85 m	31 units
Trucks 18,00 x 2,60 m	4 units
Fuel oil	74 m^3
Fresh water	20 m^3

PROPULSION

Two (2) medium speed Main Engines of 1100 kW each;
Two (2) Azimuth Thrusters;
Two (2) Cardan Shafts between main engines and thrusters;
Two (2) Generators of 200 kW (at 1500 rpm) each;
One (1) Emergency Generator.

PASSENGER AREAS

One (1) saloon for 95 passengers;
One (1) passenger lift.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) rescue boat with davit.

OWNER

Shetland Islands Council (UK)

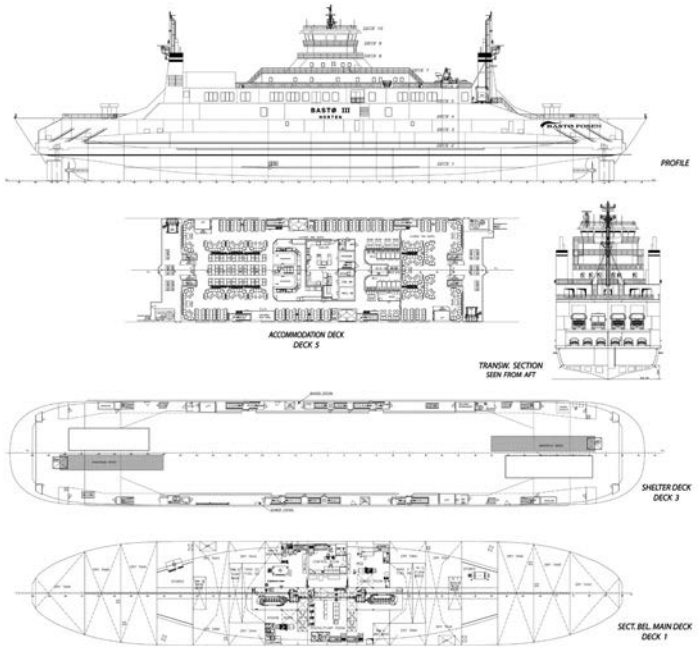
YEAR OF DELIVERY

2004

SKS 212 PCU DOUBLE ENDED CAR PASSENGER FERRY

"BASTØ III"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

Vessel meets requirements of DnV for class notation:
DnV +1A1 – R4 – Ice C – Car Ferry A – Clean – E0 – RPS Propeller, rudder and rudderstock Ice 1B-Class

MAIN PARTICULARS

Length over all	116,20 m
Length of Car Deck	106,60 m
Length DnV	100,00 m
Breadth moulded	19,00 m
Breadth maximum	19,50 m
Depth moulded to Main Deck	5,60 m
Draught maximum	5,00 m
Frame spacing	0,60 m
Speed	17 kn
GT (approx.)	6000 t
Passengers	550
Crew	15
Cars 4,30 x 1,85 m	212 units
Fuel oil	352 m^3
Fresh water	130 m^3

PROPULSION

Two (2) Main Engines of 2460 kW (at 750 RPM) each;
Two (2) CPP Fixed Propellers;
Two (2) Generators of 350 kW (at 1500 RPM) each;
One (1) Emergency Generator of 230 kW.

PASSENGER AREAS

Two (2) lounges for 386 and 164 passengers respectively;
One (1) passenger lift;
One (1) cafeteria;
One (1) children play area.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations with inflatable life rafts;
One (1) MOB rescue boat with davit.

OWNER

Bastø Fosen (Norway)

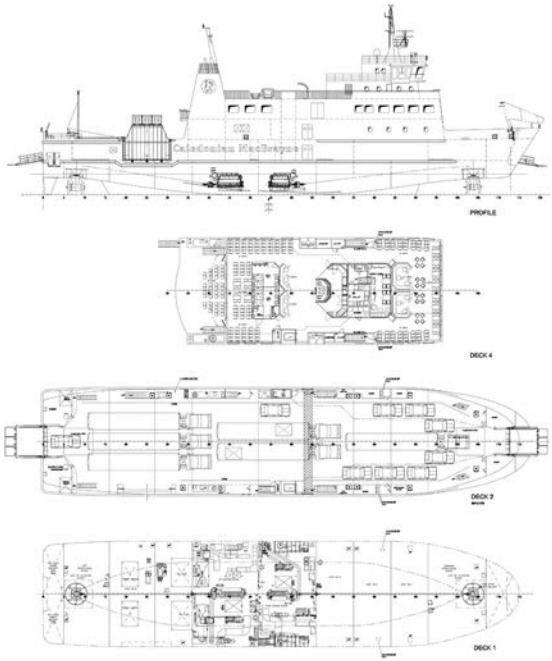
YEAR OF DELIVERY

2005

ROLL ON-ROLL OFF, CAR PASSENGER FERRY

Two (2) vessels - “BUTE”, “ARGYLE”

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

UK Class IV & V Category C & D
LRS +100 A1 Passenger and Vehicle Ferry, EP, IWS, Wemyss Bay to Rotheasy and Gourock to Duncon Service +LMC

MAIN PARTICULARS

Length over all	72,01 m
Breadth moulded	15,00 m
Breadth maximum	15,30 m
Depth moulded	5,00 m
Maximum draft	3,00 m
Speed	14 kn
GT	2612 t
Deadweight	400 t
Passengers	450
Crew	10
Cars on Main Deck	66 units

PROPULSION

Two (2) Main Engines of 1140 kW (at 1000 RPM) and 1520 kW (at 1000 RPM);
Two (2) Rudder Propellers (fore and aft);
Two (2) Auxiliary Generators of 200 kW each;
One (1) Emergency Generator.

PASSENGER AREAS

One (1) inner passenger saloon with 250 seats;
Two (2) outer passenger areas with 160 seats;
One (1) passenger lift;
One (1) servery;
One (1) snack bar.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Four (4) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER

Caledonian MacBrayne (UK)

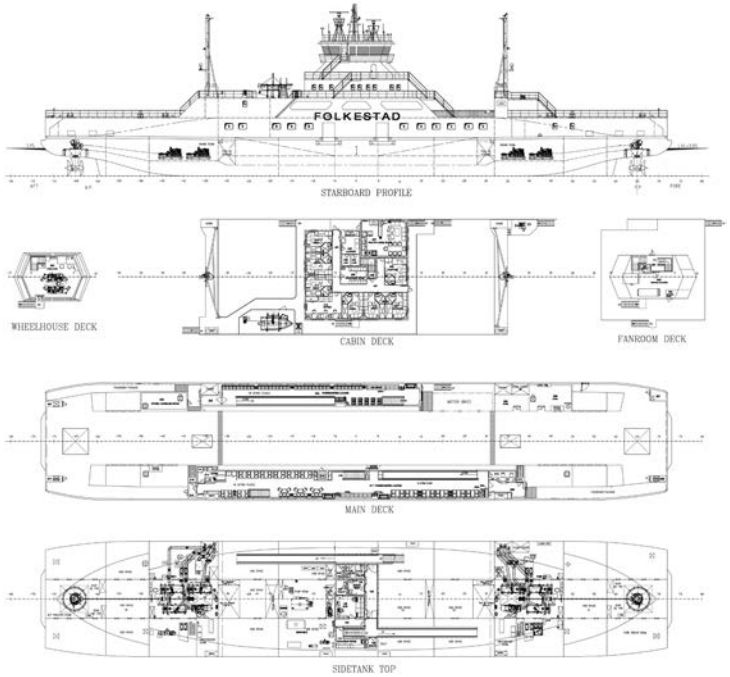
YEAR OF DELIVERY

2005

SKS 86 PCU DOUBLE ENDED, RO-RO PASSENGER FERRY

"FOLKESTAD"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

Vessel meets requirements of DnV for class notation:
DnV +1A1 – R4 – Car Ferry B – PWDK – E0 – RP

MAIN PARTICULARS

Length over all	87,60 m
Length on Car Deck	86,40 m
Breadth moulded	16,00 m
Breadth maximum	16,40 m
Maximum draft	4,50 m
Speed	13 kn
Deadweight	655 t
Passengers + crew	300
Cars on Main Deck	86 units

PROPULSION

Six (6) Main Engines 404 kW (at 1900 RPM) each;
Two (2) Azimuth Thrusters;
Two (2) Generators of 160 kW (at 1500 RPM) each.

PASSENGER AREAS

Two (2) passenger saloons.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) MOB rescue boat with davit.

OWNER

Nor-Ferjer HSD Stavangerske (Norway)

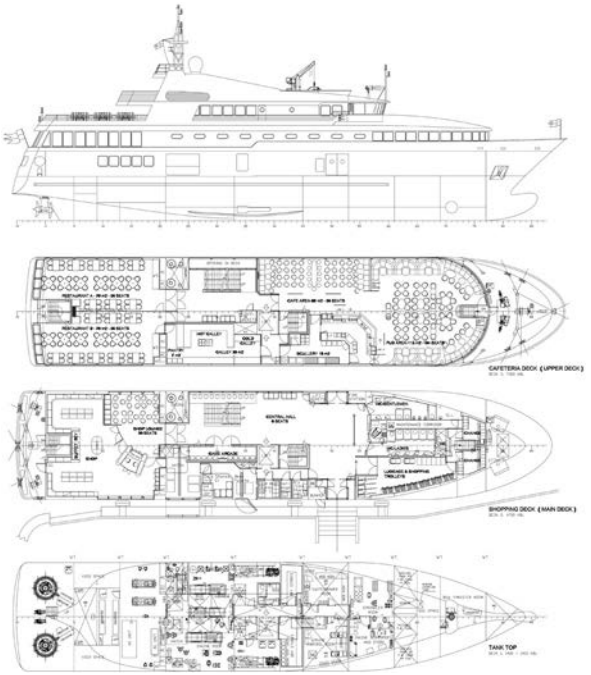
YEAR OF DELIVERY

2006

PASSENGER SHUTTLE FERRY

“Two (2) vessels - “SIMARA ACE”, “SILUNA ACE”

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

The vessel’s hull, machinery and equipment was constructed under survey of Lloyd’s Register of Shipping and obtained following class notation:
LRS +100A1 Passenger Ship, Ice Class 1C, +LMC, UMS

MAIN PARTICULARS

Length over all	60,40 m
Breadth moulded	11,40 m
Depth to Main Deck	4,70 m
Maximum draft	3,00 m
Speed	14 kn
GT	1616 t
Deadweight	120 t
Passengers	386
Crew	20
Fuel oil	80 m^3
Fresh water	15 m^3
Sewage	8 m^3
Heeling tank	2 x 13m^3

PROPULSION

Three (3) Main Generators of 569 kW each;
Two (2) Azimuth Thrusters with electric motors of 600 kW each;
One (1) Emergency Generator of 220 kW;
One (1) Bow Thruster of 300 kW;
One (1) pair of Fin Stabilizers.

PASSENGER AREAS

One (1) pub area with 96 seats;
One (1) café area with 56 seats;
One (1) sun deck with 70 seats;
Two (2) restaurants with 54 seats;
One (1) shopping area;
One (1) game arcade;
One (1) fast passenger lift.

DECK EQUIPMENT

Two (2) combined anchor windlasses/mooring winches at forecastle deck;
Two (2) mooring winches at aft;
Two (2) high holding power, stockless type bow anchors;
Heeling tank system.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Four (4) MES (Marine Escape System) stations;
Two (2) MOB rescue boat with davit.

OWNER

Moltzaus Tankrederi Norway A/S, Sundbusserne A/S Denmark/Eitzen Group

YEAR OF DELIVERY

2007/2008

SKS 125 PCU LNG POWERED DOUBLE ENDED FERRY

Four (4) vessels – "MOLDEFJORD", "FANNEFJORD", "ROMSDALSFJORD", "KORSFJORD"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.

CLASS

The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 Car Ferry B E0 R4 CLEAN GAS FUELLED

MAIN PARTICULARS

Length over all	122,2 m
Length in waterline	121,6 m
Rule length	112,1 m
Length Car Deck	116,7 m
Breadth moulded	16,2 m
Breadth extreme	16,7 m
Hull depth to Main Deck	4,8 m
Draught, scantling	3,5 m
Deck camber	150 mm
Deck sheer	750 mm
Free height throughout car deck	5,0 m
Air draught	21,7 m
Bow ramp width	12,0 m
Passenger walkway width	1400 mm
Passengers (including crew)	390
Crew	7-9
Cars 4,3 x 1,85 m	125
Car/trailer combination	12 trailers + 55 cars
Service/Maximum Speed	11/15 kn
Deck load total	750 t
Gas tank	125 m^3
Fuel oil capacity in total	22 m^3
Fresh water	27 m^3

PROPULSION

Gas Electric propulsion;
Two (2) Propulsion Motors of 1000 kW, 690 V, 50 Hz each,
Two (2) Main Generating Sets of 900 kW, gas fuelled;
Two (2) Twin Propeller Azimuth Thrusters of 1000 kW each (fore and aft);
One (1) Stand By Generating Set of 1110 kW; diesel oil fuelled.

PASSENGER AREAS

One (1) saloon for 154 passengers;
One (1) lounge for 36 passengers;
Galley, kiosk.

DECK EQUIPMENT

One (1) bow and one (1) stern hydraulic operated ramp, dimensions 2,7 x 12 m, 15 t axle load each;
One (1) high pressure hydraulic, remotely operated windlass;
Two (2) high pressure hydraulic capstans.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Four (4) MES (Marine Escape System) stations;
One (1) MOB boat with davit;
Four (4) life rafts.

DESIGN

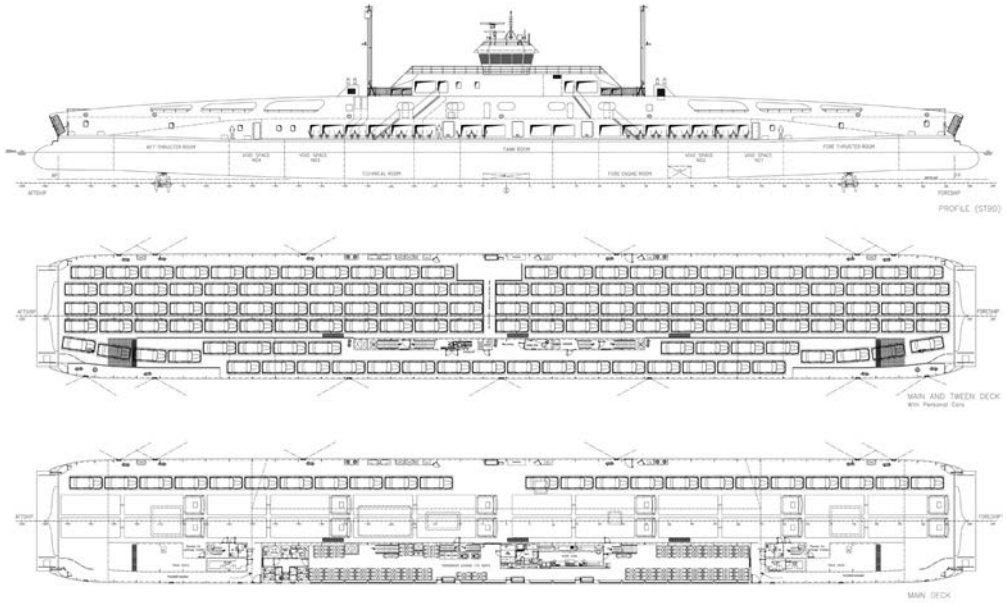
LMG Marin in cooperation with NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting).

OWNER

Fjord 1 MRF (Norway)

YEAR OF DELIVERY

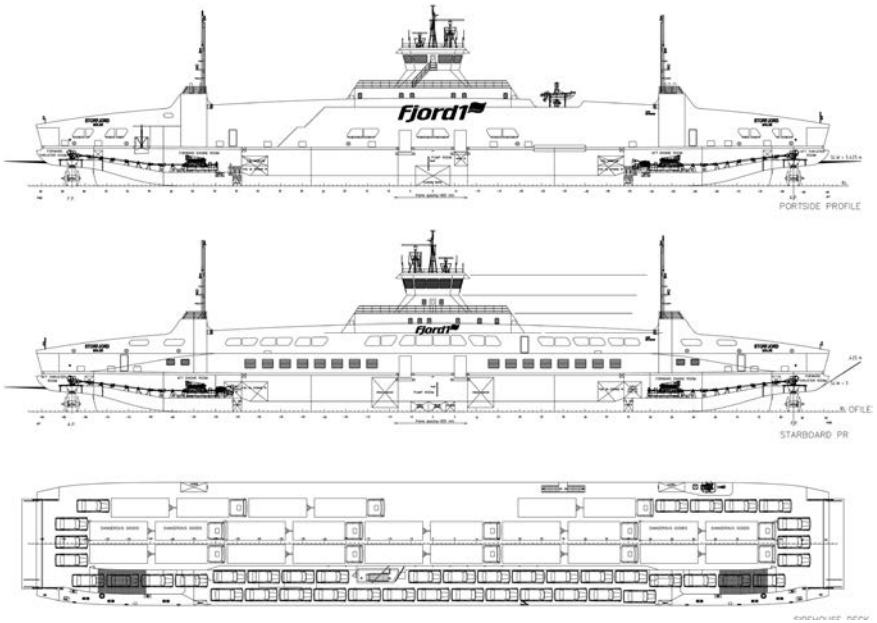
2009 – "Moldefjord"
2010 – "Fannefjord", "Romsdalsfjord", "Korsfjord"



SKS 116 PCU DIESEL POWERED DOUBLE ENDED FERRY

Two (2) vessels – "STORFJORD", "HJØRUNDFJORD"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 – R4 – Car Ferry B – E0 – RP (NOR)

MAIN PARTICULARS

Length over all	109,20 m
Length Main Deck	108,00 m
Breadth moulded	17,00 m
Breadth extreme	17,40 m
Depth moulded to Main Deck	5,35 m
Design draft	3,43 m
Free heigth on Main Deck	5,00 m
Passengers (including crew)	292
Cars 4,3 x 1,85 m	116
Crew	8
Speed	13 kn
Fuel oil capacity in total	81 m^3
Fresh water	44 m^3

PROPULSION

Two (2) Main Engines of 1250 kW each;
Two (2) Twin Propeller Azimuth Thrusters of 1200 kW each (fore and aft); direct drive
Two (2) Generators of 236 kW each.

DECK EQUIPMENT

One (1) bow and one (1) stern hydraulically operated ramp, length 2,8 m, 15 t axle load each;
One (1) high pressure hydraulic, remotely operated windlass;
Two (2) high pressure hydraulic capstans.

PASSENGER AREAS

One (1) saloon for 165 passengers;
Galley, kiosk.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Four (4) MES (Marine Escape System) stations;
One (1) MOB boat with davit.

DESIGN

NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting)

OWNER

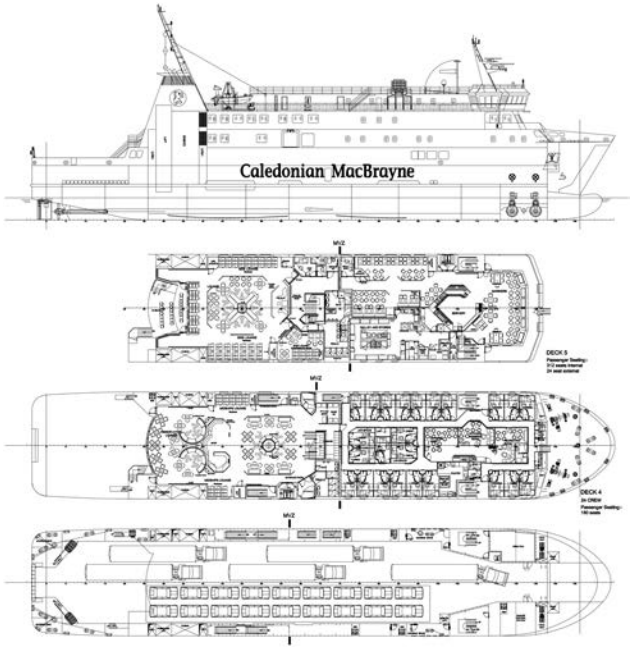
Fjord 1 MRF (Norway)

YEAR OF DELIVERY

2011

RO-RO CAR PASSENGER FERRY
"FINLAGGAN"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS
The ferry complies with Lloyd's Register of Shipping rules and regulations.
+100A1, Passenger and Vehicle Ferry, *IWS, EP, EU(B),
+LMC, UMS, NAV1, PCAC33, Green Passport, LI

MAIN PARTICULARS

Length over all	89,8 m
Length b.p.	81,8 m
Breadth moulded	16,4 m
Depth moulded to Main Deck	5,5 m
Depth to Upper Deck	11,2 m
Design draught	3,4 m
Passengers	550
Cars/trucks on Main Deck	66/10
Cars on Mezzanine Deck	18
Crew	34
HFO capacity	120 t
MGO capacity	40 t
Fresh water	40 t
Speed	16,5 kn
Deadweight (summer freeboard)	740 t

PROPULSION
Two (2) Main Engines of 4000 kW (at 750 RPM) each;
Two (2) Shaft Generators of 1440 kW each;
Three (3) Diesel Generating Sets of 526 kW (at 1500 RPM) each;
One (1) Emergency Diesel Generating Set of 350 kW (at 1500 RPM);
Two (2) Bow Thrusters;
Two (2) Controllable Pitch Propellers;
One (1) pair of retractable Fin Stabilizers.

PASSENGER AREAS
One (1) saloon for 176 passengers;
Two (2) saloons for 375 passengers;
Benches for 88 passengers on open decks;
One (1) servery;
One (1) shop;
Two (2) passenger lifts.

LIFE SAVING EQUIPMENT
Life jackets, life buoys and immersion suits;
Two (2) MES (Marine Evacuation System) stations;
Two (2) FRCs (Fast Rescue Craft);
Eight (8) life rafts.

DESIGN
NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting).

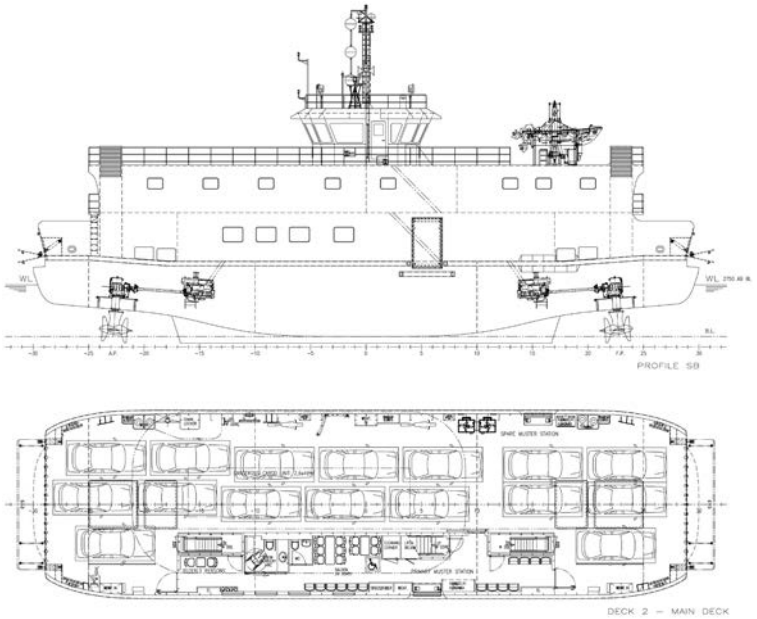
OWNER
Caledonian Maritime Assets Limited (UK)

YEAR OF DELIVERY
2011

SKS 16 PCU DIESEL POWERED DOUBLE ENDED FERRY

Two (2) vessels – "REBBENSØY", "ULØYTIND"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 – RE – Car ferry B – E0 – [NOR]

MAIN PARTICULARS

Length over all	35,90 m
Length Main Deck	34,80 m
Breadth moulded	9,65 m
Breadth extreme	10,05 m
Depth moulded to Main Deck	4,00 m
Design draft	2,75 m
Free heigth on Main/Car Deck	4,50 m
Passengers	47
Cars 4,3 x 1,85 m	16
Crew	3
Fuel oil capacity in total	30 m^3
Fresh water	20 m^3
Shaft load, double air filled tires	13 t
Speed	12 kn
Deckload	58,5 t (1 truck + 4 cars)

PROPULSION

Two (2) Main Engines of 442 kW each;
Two (2) Azimuth Thrusters;
Two (2) Cardan Shafts between main engines and thrusters;
Two (2) Generators of 139 kW each.

PASSENGER AREAS

One (1) saloon for 26 passengers.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) rescue boat with davit.

DESIGN

NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting).

OWNER

Torghatten Nord AS (Norway)

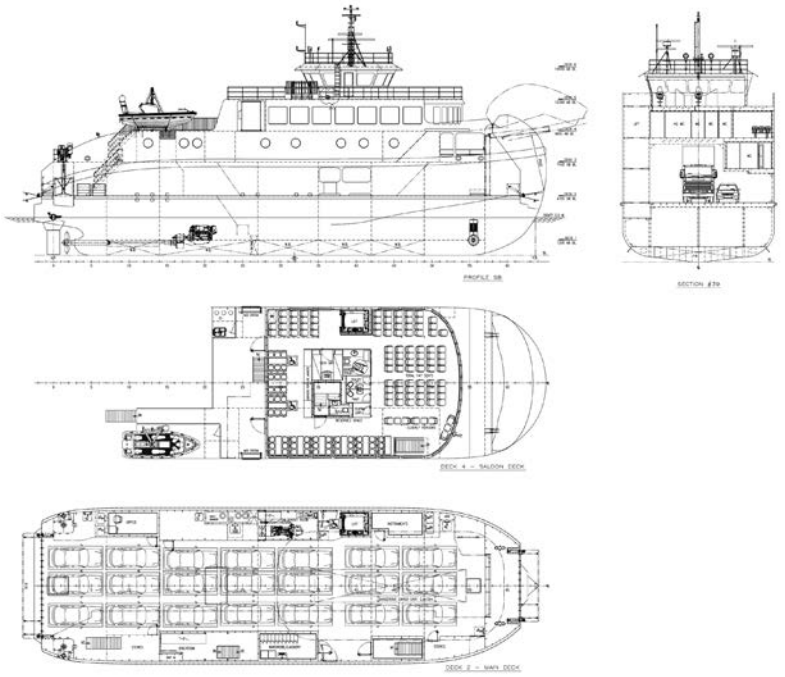
YEAR OF DELIVERY

2011

RO-RO 21 PCU DIESEL POWERED FERRY

Two (2) vessels – "VENGSØY", "KVALØY"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 – R2 – Car ferry B – E0 – [NOR]

MAIN PARTICULARS

Length over all	40,60 m
Length Car Deck	35,15 m
Breadth moulded	12,00 m
Breadth extreme	12,40 m
Depth moulded to Car Deck	4,70 m
Maximum draft	3,00 m
Free height on Main Deck	2,50/4,50 m
Passengers	147
Cars	21
Trucks	1
Crew	3
Fuel oil capacity in total	30 m^3
Fresh water	20 m^3
Speed	12 kn
Deckload (truck & cars)	60,3 t

PROPULSION

One (1) Main Engine of 900 kW;
One (1) CPP Propeller;
Two (2) Generators of 200 kW each;
One (1) Bow Thruster of 200 kW.

PASSENGER AREAS

One (1) saloon for 147 passengers.

LIFE SAVING EQUIPMENT

Life jackets and life buoys;
Two (2) MES (Marine Escape System) stations;
One (1) FRB (Fast Rescue Boat) with davit.

DESIGN

NED – Naval Engineering & Design (presently Remontowa Marine Design & Consulting).

OWNER

Torghatten Nord AS (Norway)

YEAR OF DELIVERY

2011

SKS 120 PCU GAS POWERED ROPAX FERRY

Two (2) outer vessels (“LANDEGODE”, “VÆROY”)
Two (2) inner vessels (“BARØY”, “LØDINGEN”)

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.

CLASS
The ferries comply with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 – Car Ferry A – E0 – R0 GAS FUELLED (NOR)

MAIN PARTICULARS

Length over all (Inner/Outer)	93,0/96,0 m
Length b.p.	90,0 m
Breadth moulded	16,8 m
Breadth extreme	17,4 m
Depth moulded to Main Deck	5,5 m
Air draught	27,4 m
Design draught	4,2 m
Passengers	390
Crew	9
Cars 1,85 x 4.30 m	120
Trailers 2,6 x 19,5 m	12
Car/Trailer combination	12 trailers + 30 cars
Deadweight	650 t
Gross Tonnage	5695 t
Net Tonnage	2507 t
LNG storage tank	150 m^3
Diesel oil storage tank	30 m^3
Fresh water	50 m^3
Antiroll tank (seawater)	100 m^3

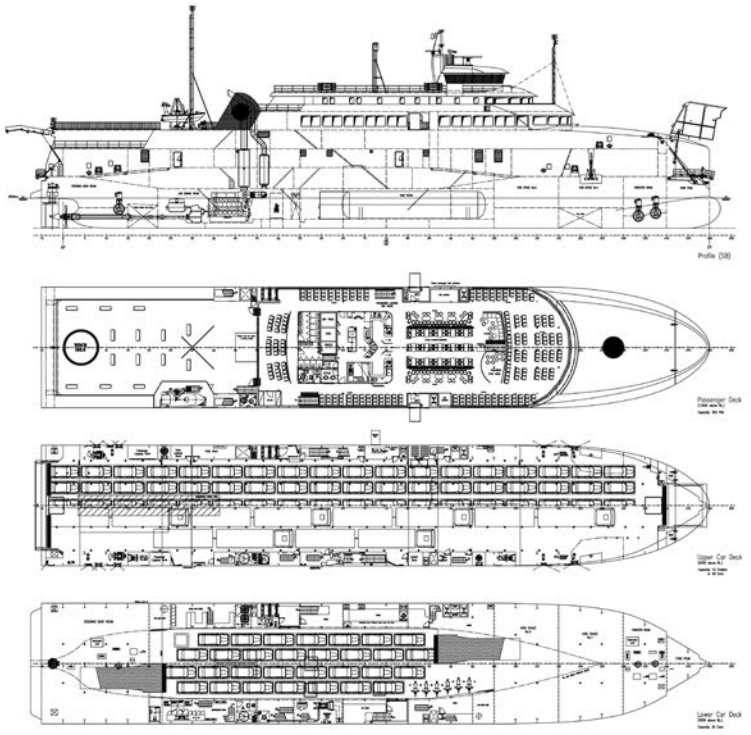
PASSENGER AREAS
One (1) saloon and one (1) VIP lounge for 390 passengers;
Three (3) double passenger cabins;
One (1) cafeteria;
One (1) kiosk;
One (1) passenger lift.

LIFE SAVING EQUIPMENT
Life jackets, life buoys and immersion suits;
Two (2) MES (Marine Evacuation System) stations;
One (1) MOB boat with davit.

DESIGN
LMG Marin (Norway) in cooperation with Remontowa Marine Design & Consulting.

OWNER
Torghatten Nord AS (Norway)

YEAR OF DELIVERY
2012

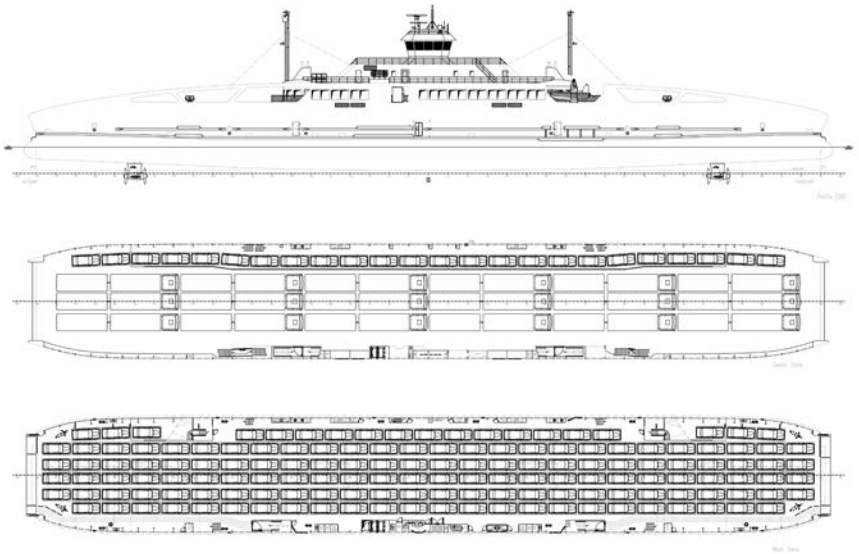


PROPULSION	INNER	OUTER
One (1) Main Gas Engine	2430 kW (at 1000 RPM)	5250 kW (at 750 RPM)
One (1) Main Reduction Gearbox	Gear ratio 5,747:1, offset 750 mm	Gear ratio 3,472:1, offset 900 mm
One (1) Controllable Pitch Propeller	Propeller diameter 3,20 m, 4 blades	Propeller diameter 3,20 m, 4 blades
Speed	15 kn	19 kn
One (1) Standby Diesel Engine Driven Generator	930 kW	2200 kW
Thrusters	One (1) bow and one (1) aft of 500 kW each	Two (2) bow of 500 kW each and one (1) aft of 850 kW
One (1) Shaft generator	800/840 kW	1900/2000 kW
One (1) Emergency Generator Set	150 kW	150 kW
Retractable fin stabilizers	n/a	One (1) pair

SKS 165 PCU LNG POWERED DOUBLE ENDED FERRY

Two (2) vessels – "RYFYLKE", "HARDANGER"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



CLASS

The ferry complies with the Norwegian Maritime Directorates (NMD) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 Car Ferry B E0 R4 GAS FUELLED

MAIN PARTICULARS

Length over all	123,7 m
Length in waterline	123,5 m
Rule length	120,0 m
Length Car Deck	120,0 m
Breadth moulded	17,7 m
Breadth extreme	18,2 m
Hull depth to Main Deck	5,1 m
Draught, scantling	3,5 m
Deadweight	750 t
Speed	16 kn
Deck load total	590 t
Free height throughout Car Deck	4,5 m
Air draught	22,0 m
Passengers (including crew)	550
Crew	7-9
Cabins	11
Sitting capacity	476 seats + 6 wheelchairs
Cars 4,3 x 1,85 m	165
Car/trailer combination	45 cars + 18 trailers
Gas tank	125 m^3
Fresh water	40 m^3

PROPULSION

Gas Electric propulsion
Four (4) Main Generating Sets of 960 kW each, gas fuelled;
Two (2) Propulsion Motors of 1800 kW, 690 V each,
Gas Electric propulsion, asynchronous, frequency controlled;
Two (2) Twin Propeller Azimuth Thrusters of 1800 kW (at 1000 RPM) each (fore and aft).

DECK EQUIPMENT

One (1) bow and one (1) stern hydraulically operated ramps, dimensions 1,5 x 12,5 m, 15 t axle load each;
One (1) high pressure hydraulic, remotely operated windlass;
Two (2) high pressure hydraulic capstans.

LIFE SAVING EQUIPMENT

MES (Marine Escape System);
Seven (7) open reversible life rafts
One (1) MOB boat with davit;
Life jackets and life buoys.

DESIGN

LMG Marin (Norway) in cooperation with Remontowa Marine Design & Consulting

OWNER

Norled (Norway)

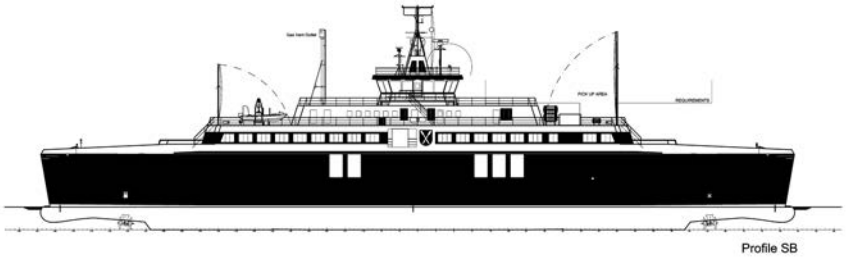
YEAR OF DELIVERY

2013

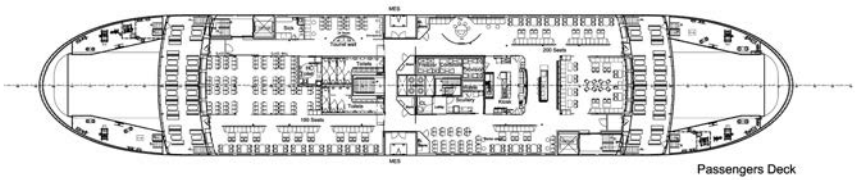
160 PCU DUAL FUEL DOUBLE ENDED CAR-PASSENGER FERRY

"PRINSESSE ISABELLA"

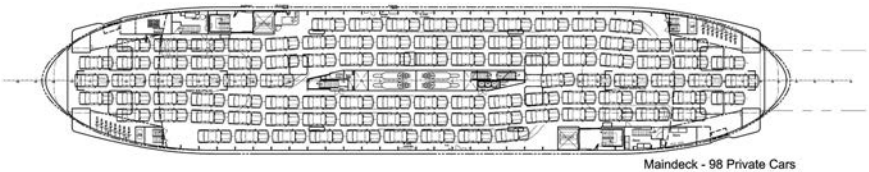
REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



Profile SB



Passengers Deck



Maindeck - 98 Private Cars
(480 Car Lane Meter)

DESCRIPTION

The ferry was built primarily for the traffic from Hou to the Island of Samsø (Denmark). It can take on board up to 160 cars and 600 passengers.
Cars are stored on two car decks of which one is hoistable. Its operating time was optimized for efficient and fluent loading and discharging of vehicles.
The ferry is powered by four Dual Fuel engines capable of running both on LNG and MDO and as such is the first ferry built in Europe to use this type of propulsion.

CLASS

The ferry complies with the Danish Maritime Authorities (DMA) and Det Norske Veritas (DNV) rules and regulations.
DnV +1A1 Car Ferry B Restricted Area R2 E0 Gas Fuelled Ice Class C BIS

MAIN PARTICULARS

Length over all	99,90 m
Length in waterline	97,50 m
Breadth moulded	18,50 m
Breadth extreme	19,00 m
Hull depth to Main Deck	5,20 m
Draught, scantling	3,20 m
Deadweight	650 t
Speed	16 kn
Passengers (winter/summer)	405/600
Cabins	4
Sitting capacity	405 (inside) + 195 (on deck)
Cars 4,3 x 1,85 m	160
Car/trailer combination	45 cars + 18 trailers
Fuel oil	80 m^3
Gas tank	40 m^3
Fresh water	20 m^3
Sewage water	20 m^3

PROPULSION

Gas/Diesel Electric system;
Four (4) Dual Fuel generating sets of 1065 kW each;
Four (4) azimuth thrusters of 850 kW each.

DECK EQUIPMENT

One (1) bow and one (1) stern hydraulically operated bow visor;
Hoistable car deck port and starboard 2 x 55,80 m each;
Two (2) hydraulic anchor winches, starboard fore and portside aft;
Four (4) hydraulic mooring winches, one on each mooring deck.

LIFE SAVING EQUIPMENT

Two (2) complete MES (Marine Escape System) slide systems;
Three (3) open reversible life rafts;
FRB (Fast Rescue Boat) with davit;
Life jackets, life buoys – according to rules.

DESIGN

Remontowa Marine Design & Consulting.

OWNER

Samsø Kommune (Denmark)

YEAR OF DELIVERY

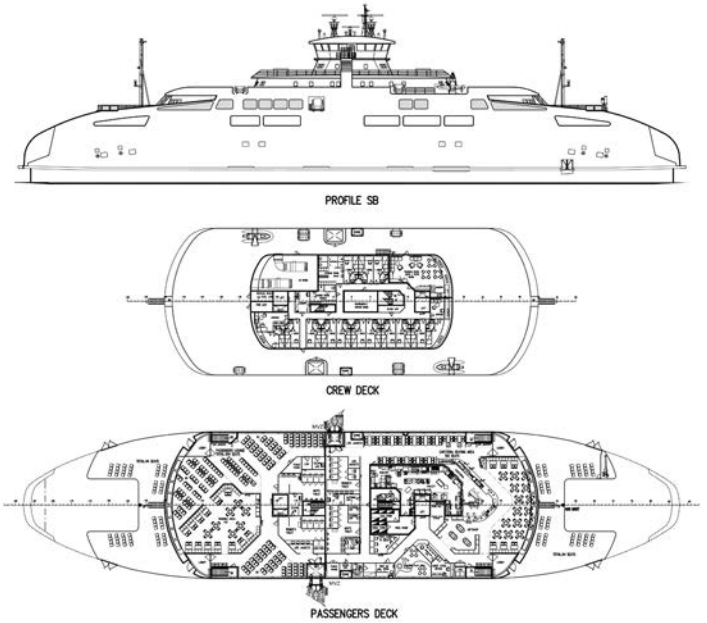
2015


Salish Orca
BCFerries
Powered by natural gas
Salish Orca
VICTORIA

150 PCU DUAL FUEL DOUBLE ENDED CAR-PASSENGER FERRY

Four (4) vessels - "SALISH ORCA", "SALISH EAGLE", "SALISH RAVEN", "SALISH HERON"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



DESCRIPTION

The ferry is designed with a hull symmetrical to main deck level, two continuous car decks, passenger deck, two crew decks, bridge deck and bow/stern visors intended for loading and unloading.
The lower car deck is fully enclosed by the use of four deck ramps and the upper car deck is open. The propulsion consists of three dual fuel main engines/generating sets powering two azimuth thrusters (one on each end). The ferry can take on board up to 150 cars and 600 passengers.

CLASS

+100A1 Passenger and Vehicle Ferry, 'Strait of Georgia Service', +LMC, GF, CCS Environmental Protection: ECO, A, GW, NOx, P, R, DIST, SOx
Descriptive note: IHM/Green Passport, PCAC(33)

MAIN PARTICULARS

Length over all	approx. 107,20 m
Length b.p.p.	approx. 103,20 m
Breadth moulded	23,50 m
Breadth maximum	24,00 m
Height to main deck	6,60 m
Design draught	approx. 4,65 m
Service speed	15,5 kn
Passengers (incl. crew)	600 persons
Crew	16 persons
Personal cars	150 PCU
Combined:	
Personal cars	100 PCU
Commercial vehicles	10 pcs
Tractor trailers	4 pcs
Deckload total	approx. 390 t
Deadweight	approx. 619 t

PROPULSION

Gas/Diesel-Electric type;
Three (3) Dual Fuel engines/gensets (3 x 1350 kWe @ 1200 RPM);
Two (2) azimuth thrusters (2 x 1400 kW @ 207 RPM).

EMERGENCY GENERATING SET

One (1) emergency generating set (1 x 350 kWe @ 1800 RPM).

DECK EQUIPMENT

One (1) bow and one (1) stern hydraulically operated visor;
Two (2) hydraulic anchor winches;
Two (2) hydraulic mooring winches.

LIFESAVING EQUIPMENT

Two (2) complete Marine Evacuation Systems for 600 PAX + 20% margin;
Two (2) 5-metre long Rescue Boats;
Life jackets, life buoys – according to rules.

DESIGN

Remontowa Marine Design & Consulting.

OWNER

British Columbia Ferries (Canada).

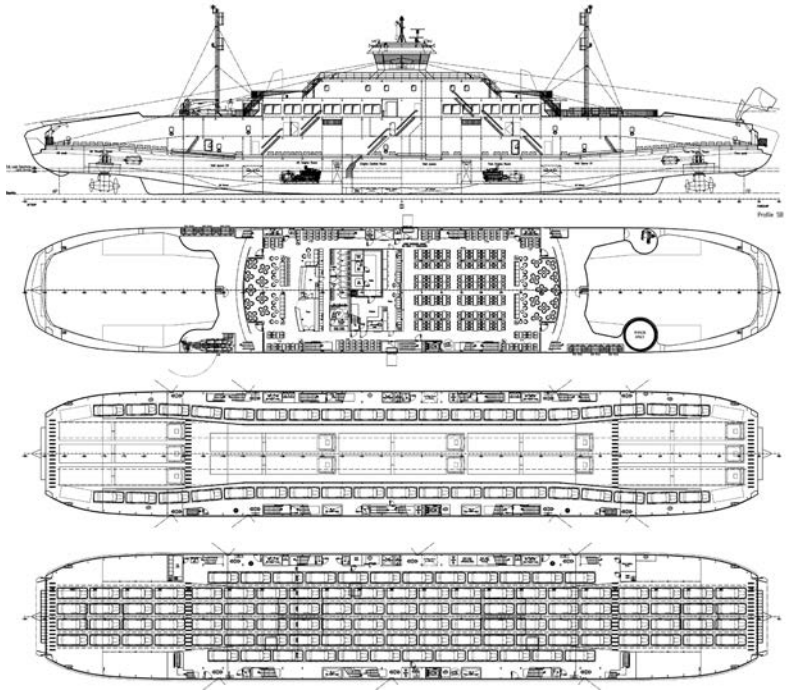
YEAR OF DELIVERY

2016/2021

150 PCU DIESEL ELECTRIC DOUBLE ENDED CAR-PASSENGER FERRY

Two (2) vessels – "TÖLL", "PIRET"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



DESCRIPTION

The ferry is designed with an ice strengthened hull symmetrical to main deck level, one open car deck, tween deck consisting of two fixed ramps intended for personal cars, passenger lounge, crew deck, bridge deck and hydraulically operated ramps and visors in both ends. It can take on board up to 150 cars and 700 passengers. The ferry is designed as a diesel-electric driven vessel that is prepared for future upgrade to LNG or Dual Fuel (LNG/MDO) propulsion.

CLASS

DNV +1A1 R3 ICE-1A CAR FERRY B E0

MAIN PARTICULARS

Length over all	114,00 m
Length b.p.p.	103,50 m
Breadth moulded	19,20 m
Breadth extreme	19,70 m
Hull depth to Main Deck	6,00 m
Maximum draught	4,00 m
Speed	15,0 kn
Passengers	700 persons
Crew	18 persons
Personal cars	150 PCU
Combined:	
Personal cars	62 PCU
Trailers	12 pcs
Deadweight	634 t

PROPULSION

Diesel-Electric type;
Total genset power output over 5500 kWe (@ 1500 RPM);
Two (2) azimuth thrusters (FPP, 2150 kW each, DNV ICE-1A certified).

DECK EQUIPMENT

One (1) bow and one (1) stern hydraulically operated visor;
One (1) hydraulic anchor winch;
Four (4) hydraulic capstans.

LIFESAVING EQUIPMENT

Two (2) complete Marine Evacuation Systems for 718 persons;
One (1) 6-metre long Fast Rescue Boats;
Life jackets, life buoys – according to rules.

DESIGN

LMG Marin (Norway).

OWNER

OU TS Laevad OÜ – subsidiary of Port of Tallinn (Estonia).

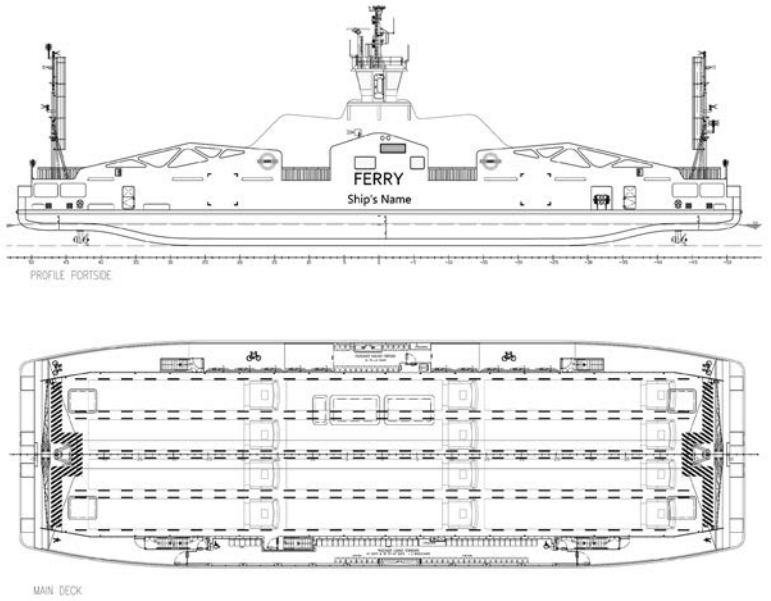
YEAR OF DELIVERY

2017

45 PCU DIESEL ELECTRIC HYBRID DOUBLE ENDED CAR PASSENGER FERRY

Two (2) vessels – "BEN WOOLLACOTT", "DAME VERA LYNN"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.



DESCRIPTION

The ferries have been specifically designed to match the refurbished linkspans at Thames crossing in the district of Woolwich.
The vessels' propulsion system has been designed around the principals of maximum efficiency, inbuilt redundancy, high reliability, low emissions and low operating costs. Therefore, each vessel is equipped with four azimuth thrusters powered by vertically mounted permanent magnet motors.
Two Diesel generating sets are installed and in normal operation only one is running at a near constant load with the battery installation providing the peak power demand for the crossings.
When the propulsion power demand is low the excess generated power is used to recharge the batteries.
To further reduce emissions the generating sets were fitted with an Exhaust After Treatment system comprising of both an SCR (Selective Catalytic Reduction) and DPF (Diesel Particulate Filter) making these ferries the most environmentally friendly vessels planned for operation on the River Thames.

CLASS

LR +100A1 Passenger/Vehicle Ferry, (Woolwich Service), +LMC

MAIN PARTICULARS

Length over all	62,60 m
Length b.p.p.	60,00 m
Breadth moulded	18,80 m
Breadth maximum	19,20 m
Hull depth to main deck	5,50 m
Draught maximum	1,80 m
Speed	8,5 kn
Passengers	150 persons
Personal cars	45 PCU
Deadweight	607 t

PROPULSION

Diesel Electric Hybrid type;
Two (2) generating sets of 450 kWe @ 1800 RPM each (equipped with SCR and DPF);
Four (4) azimuth thrusters with vertically mounted PM motors (300 kW each);
Air cooled battery pack with a capacity of 182 kWh.

DECK EQUIPMENT

Four (4) hydraulically operated car barriers;
One (1) electric anchor winch;
One (1) electric capstan;
Integrating with a magnetic-type shore-based automatic mooring solution.

LIFESAVING EQUIPMENT

One (1) Fast Rescue Boat;
Two (2) Marine Evacuation Systems for a total of 200 persons.

DESIGN

LMG Marin in cooperation with Remontowa Marine Design & Consulting.

OWNER

Transport for London (UK).

YEAR OF DELIVERY

2018

120 PCU DIESEL ELECTRIC HYBRID DOUBLE ENDED CAR PASSENGER FERRY

Four (4) vessels - "FESTØYA", "SOLAVÅGEN", "MANNHELLER", "FODNES"

REMONTOWA SHIPBUILDING | MEMBER OF REMONTOWA HOLDING S.A.

DESCRIPTION

The ferries are equipped with an innovative and highly efficient Diesel Electric Hybrid system.
In normal operation the entire required power is taken from two battery packs installed on board.
The batteries are recharged from the land grid during the vessels stay at quay which typically lasts about 11 minutes.
A fast charging solution is therefore used in order to ensure that the required state of charge of the batteries is maintained. The shore charging system is integrated with an automatic mooring system holding the ferries when at quay and giving the "green light" for the charging process to start. The intention was to use the generating sets that the vessels are equipped with (running on 100% Biodiesel), only in case of emergency. The electric system is, however, prepared to operate them alongside batteries, e.g. in peak shaving mode. The equipment on board is selected based on maximum efficiency criteria. A good example are the thrusters which are pulling type units with integrated Permanent Magnet motors ensuring high efficiency even at very low loads.

CLASS

DNVGL +1A1 LC FERRY B E0 R4 BATTERY(POWER)

MAIN PARTICULARS

Length over all	114,40 m
Breadth maximum	17,70 m
Hull depth to main deck	4,30 m
Passengers	299 / 399 persons
Personal cars	120 PCU
Deadweight	590 t / 599 t

PROPULSION

Diesel Electric Hybrid type;
Two (2) generating sets (100% Biodiesel compatible);
Two (2) pulling-type azimuth thrusters with vertically mounted PM motors;
Air cooled battery pack.

DECK EQUIPMENT

Two (2) hydraulically operated flaps;
One (1) hydraulic anchor winch;
Two (2) hydraulic capstans;
Integrating with a shore-based battery charging solution;
Integrating with a shore-based automatic mooring solution.

LIFESAVING EQUIPMENT

One (1) MOB Boat;
Three (3) / Four (4) Marine Evacuation Systems for a total of 550 / 800 persons.

DESIGN

LMG Marin in cooperation with Remontowa Marine Design & Consulting.

OWNER

Norled (Norway).

YEAR OF DELIVERY

2020/2021

REMONTOWA SHIPBUILDING

MEMBER OF REMONTOWA HOLDING S.A.

REMONTOWA SHIPBUILDING S.A.
ul. Swojska 8, 80-958 Gdańsk/Poland
www.remontowa-rsb.pl