

Tug@zine

all about tugs

*PRO 75
and more...*



vol. 6 nr. 33

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BALTIC AMBER

An anniversary

happened on 2 January this year, a 75th to be exact. 75 years ago Polskie Ratownictwo Okretowe, internationally known as Polish Ship Salvage company was established. Its birth came from the necessity of massive wreck clearing operations to be executed in immediate-post-war Poland. During the war Poland was occupied by the Germans. At the end of the war the Russians took over. The borders of Poland were redrawn on the map extending its coastline and bringing extra ports under the Polish flag.

Atypical, it was a Polish liner shipping company that had a towage and salvage subsidiary. That department was overwhelmed by the enormous task at hand so a new Government-owned company was set up to handle things: Polish Ship Salvage.

It was soon discovered that the new territorial situation required more than just wreck clearing. Thus Polish Ship Salvage (PRO of Polratok for short) was tasked with the organisation and running of rescue services. The thought being that rescue of people at sea could best be executed as a salvage operation, so including the vessel. Therefore the term 'salvage' could equally apply to people. This is what drove the development of 'rescue cruisers'-lifeboats with towage and salvage capability.

When wreck clearing dwindled PRO set its eye on ocean towage, at first dedicated to Polish shipping but later widened to distance towing and offshore services. While the company is much smaller today than in the 1950s they are still very much alive. Reason for TugeZine to take an extensive look at the PRO history.

Job van Eijk (editor)

The tug SWAROZYC had a difficult birth but became PRO's first tug to perform a long-distance tow. She remained in the fleet for 28 years in a period with great changes in shipping and towing photo: Skyfotos / Fotoflite

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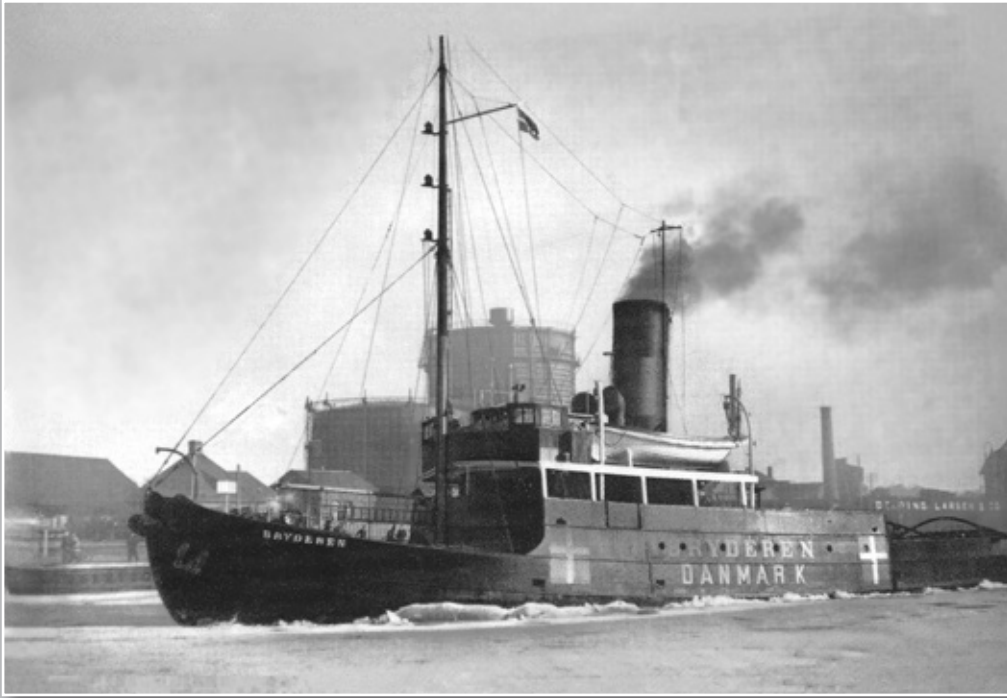


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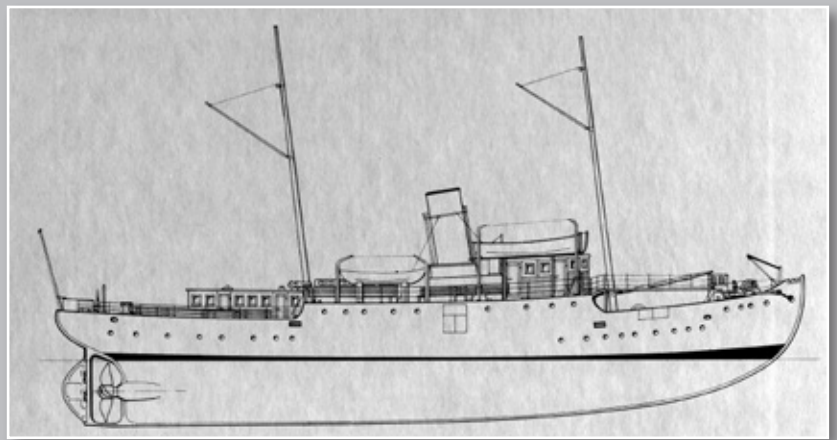
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50 years



Icebreaker / tug POSEJDON seen here as BRYDEREN dating from 1884, in the fleet between 1951 and 1961
photo: Museum Kronborg



Side view of BRYTEREN showing icebreaker hull
drawing: coll. Job van Eijk



Poland's post-war coastline



SWAROZYC

photo: coll. Job van Eijk

Polish Ship Salvage 75

On 2 January, 2026, the Polish Ship Salvage Co. – Polskie Ratownictwo Okretowe a.k.a. POLRATOK - or PRO for short - celebrated 75 years of operations.

by Job van Eijk



PILSUDSKI was one of the pre-war liners owned by Gdynia-America Line

postcard: coll. Job van Eijk

Roots of the company

The British Polish Steam Ship Company played a significant role in the development of Poland's maritime industry, particularly in relation to the Gdynia-America Lines (GAL) and later the formation of Polish Ocean Lines, which was established as a key state-owned enterprise in Poland after World War II.

The British Polish Steam Ship Company

was established in 1919 and was one of the first efforts to link Polish maritime interests with international shipping. It was a joint British-Polish venture designed to help Poland recover its access to the seas after regaining independence in 1918. The BPSS was instrumental in facilitating Polish trade and transportation by sea, especially to the United States and other countries. It helped lay the foundation for the later creation of Polish state shipping companies, particularly the Gdynia-America Lines (GAL), which became the main carrier between Poland and the Americas.

The **Gdynia-America Lines** was founded in 1930 with the goal of establishing a Polish-owned shipping line to service the transatlantic route between Poland and the United States, primarily for the growing Polish-American community. BPSS and GAL operated in parallel

during the 1930s, with GAL being more focused on the Polish-American route.

After World War II, the Polish government sought to nationalize the shipping industry as part of the broader socialist transformation of the economy. The Polish Ocean Lines (POL) was established in 1951 as the main Polish state shipping company. It was a consolidation of several earlier shipping companies, including those involved with GAL and BPSS. POL inherited ships

and routes from the pre-war companies, including the assets of Gdynia-America Lines. The British Polish Steam Ship Company itself was dissolved.

Gdynia-America Lines (GAL), beyond its role as a major transatlantic shipping line, also operated – through a subsidiary - a **towage and rescue (salvage)** service. This was an important aspect of its broader maritime operations. Towage was critical in ensuring that large vessels, especially those coming into or leaving busy ports like Gdynia, could safely navigate through potentially hazardous waters.

The service included shiphandling at Gdynia, tender services and salvage. In 1949 the GAL Towage and Rescue Department operated 16 tugs and employed 390 people. GAL's salvage operations were designed to support ships that encountered difficulties in the Baltic Sea or near Polish ports. In 1950 GAL reorganised the towing and rescue department. GAL Rescue Department operated at Gdynia and the Local Rescue Unit – which busied itself with shipwrecks – operated from Szczecin. This soon proved to be a mistake, as assets – hardware and people - were



The salvage vessel SMOK was active in the GAL towage and salvage department prior to transfer to Polish Ship Salvage

photo: Polish Ship Salvage - coll. Job van Eijk





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now divided. Shortages of officers and sailors did not help either.

When the Government established **Polish Ocean Lines** at the same time a separate organisation was set up for towage and salvage, apart from the port authorities which ran their own tugs servicing the port only. This again united resources under one roof.

The **Polish Ship Salvage** company was established on 2 January, 1951, by the **Ministry of Shipping** in Poland. Its task was the provision of rescue and salvage services. For the larger part it was a continuation of **Zegluga Polska Spółka Akcyjna**, a subsidiary of Gdynia-America Shipping Lines. Zegluga Polska up to then also operated the smaller Polish commercial vessels as well as support vessels like tugs, tenders and salvage vessels for port operations and servicing the big ocean vessels, including the passenger ships.

The reason for the establishment of rescue and salvage services becomes clear when taking a look at the history of Poland. Prior to World War 2 Poland had a very short coastline of around 140 km between Germany (East Prussia) and the Free City (independent city state) of Danzig. **Gdynia** was the primary Polish port and experiencing rapid growth. **Hel** was a naval base and fishing harbour while **Puck** was a small military port, also a fishing port. **Danzig** was not Polish but bordered Poland so was an important neighbouring port.

At the end of World War 2 following the 1945 Potsdam Conference the borders



Wreck clearing: salvage of SEEBURG. Raised from the bottom with the aid of 'camels' being prepared for transport. On the left SMOK, on the right the icebreaker / tug SWIATOWID

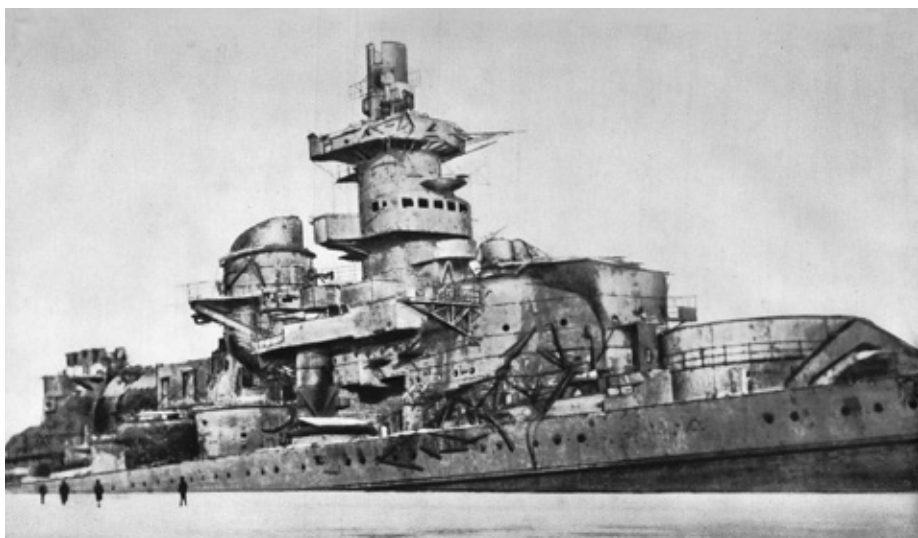
photo: Polish Ship Salvage - coll. Job van Eijk

of Poland – which had been occupied by Germany as well as Russia – shifted. The new coastline had a length of some 500 km and included additional big ports such as **Gdansk** (former Danzig), **Szczecin** and **Swinoujscie** as well as smaller ports like **Kolobrzeg**, **Ustka**, **Darlowo** and **Wladyslawowo**.

Protection of this coastline by tugs, icebreakers and rescue vessels could not be handled by the small pre-war salvage department and was also an inefficient task for the respective port authorities. With the post-war demand for wreck clearance it became clear that a dedicated salvage service was needed. POLRATOK was started with **three objectives**: removal of wrecks from ports and shipping lanes, restore navigability of Polish coastal waters and lastly to support reconstruction of maritime trade. Later, the assist of Polish vessels outside Polish waters was added. A curious objective was to supply the Ministry of Shipping with a quota of scrap metal each year. The quota for 1954, for instance, appears to have been set at 8.000 tonnes.

The first task of the Polish Ship Salvage Company was the removal of shipwrecks in Polish territorial waters dating from World War 2, concentrating on those in Gdynia and Danzig roads. Within the first year of operation POLRATOK teams succeeded in removing 13 wrecks with a total weight of 46.000 tonnes of scrap metal.

Notable successes were, amongst others, the lifting of the 32.000 tons German battleship *Gneisenau* which had been scuttled in the fairway to Gdynia. During the German occupation of Poland by the Germans the city was renamed Gotenhafen. The 31.100 tons displacement battleship was commissioned into the German Kriegsmarine on 21 May 1938. The last operation of *Gneisenau* happened in 1941 when jointly with sister *Scharnhorst* sank 22 ships in the Atlantic. The two warships then made their way to Brest. In February, 1942, the two battleships together with the heavy cruiser *Prinz Eugen* made their escape from Brest via The Channel and the North Sea to Kiel. On 26/27 February 1942 the warship was severely damaged during an air raid when she was hit in the foreship by a bomb which hit the ammunition store. This triggered a massive explosion that nearly blew apart the bow section and lifted one of the main guns from its seating causing more damage. The ship was then sent to Gotenhafen (Gdynia) for major repairs. In December, 1943 this was halted and not resumed. When the Russian troops were approaching she was taken out into the fairway on 23 March, 1945, and scuttled. In 1947 the Polish Government ordered her removal. The plan was to cover all openings and then raise the ship from the bottom - where it had sunk somewhat into the mud which was to require extra



Wreck of GNEISENAU scuttled at Gotenhafen (Gdynia) photo: brochure Polish Ship Salvage - coll. Job van Eijk





Newspaper clippings DIPAVATI salvage

lifting force to break the hull free. After almost a year the efforts were undone as a ferocious storm removed or damaged most of the patching. To successfully raise the ship some of the top hamper had to be removed. On 12 September, 1951, the hulk was finally raised and scrap began.

Another problematic but successful salvage was the lifting from 30 metres of water of the *Seeburg*. After repairs it was incorporated in the fleet of Polish Ocean Lines as *Dzierzynski*. The 12.349 grt / 13.750 dwt freighter sank in Puck Bay in 147 feet of water in due course settling a further 39 feet due to silt and mud. The eventual lifting was by 48 camels with a total lift capacity of 13.120 tonnes. To achieve the lift the camels were connected to the hull in two tiers one above the other. Prior to the lift 25.000 cubic metres of mud and sand had to be removed. In total 20.000 diving hours were made in up to 165 feet of water.

Into foreign waters

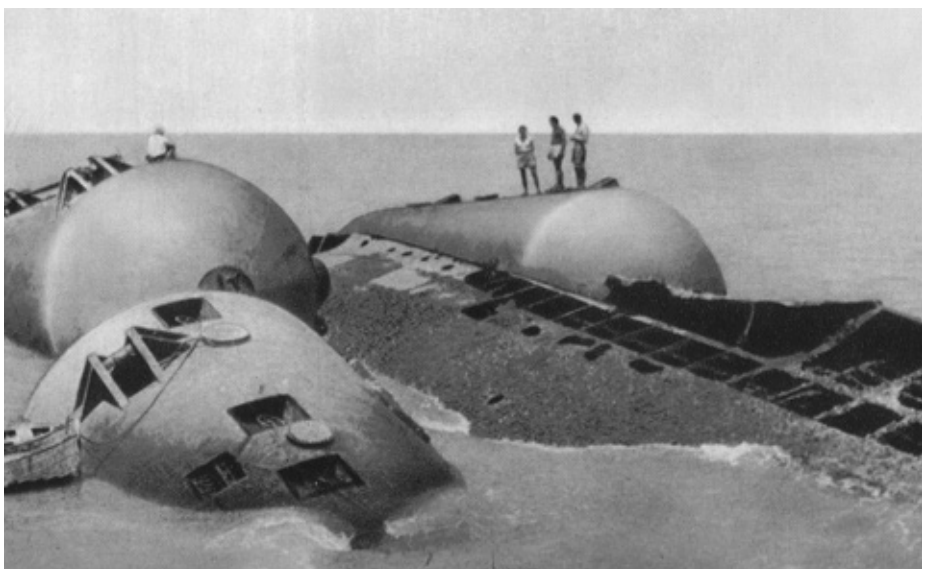
When local work became less POLRATOK expanded its services to foreign waters. For instance in 1956 / 57 in a six months operation they lifted three wrecks in

Bombay roads. These ships had fallen victim of the 1947/48 cyclones. *Lakshmi*, *Dipavati* (840 grt - 1936 - 68,50 x 10,20 m - Bombay Steam Navigation) and *Ramdas* (406 grt - 1936 - 52,10 x 8,85 m - The Indian Cooperative Navigation & Trading Co) had obstructed navigation in the busy fairways of Bombay for ten years now. The corroded wrecks were lying upside down 14 to 20 feet in the mud. As salvage vessel the coaster *Notec* (650 grt - 750 dwt - 57,30 x 9,10 m - 4 3-tonne derricks) was used. Built 1954 by Gdynia Shipyard (Stocznia im Komuny Parijskiej) she was chartered for the job as 8 camels (4x 250 tonne and 4x 80 tonne lifting capacity) that were used in the salvage operation along with additional salvage gear had to be transported to location. The coaster was owned by the Polish Government and managed by the Polish Steam Ship Co.

During the period 1946-1957 POLRATOK and its predecessor Zegluga Polska cleared 209 wrecks. Twenty-seven of these wrecks were reconstructed and entered the Polish merchant fleet. Between 1950 and 1958 no less than 124 ships were lifted from the bottom.

Rescue work

in Poland had been started by the **Gdansk Marine Board** prior to World War 2. With the post-war extension of the coastline the rescue service was revived with the aid of the Swedish rescue organisation. This eventually resulted in a total of 12 rescue stations along the Polish coast. On 1 January, 1953, POLRATOK took over the responsibility for saving lives at sea. The lifeboats were transferred to the POLRATOK fleet. In 1955 a violent storm brought the inadequacy of the service to

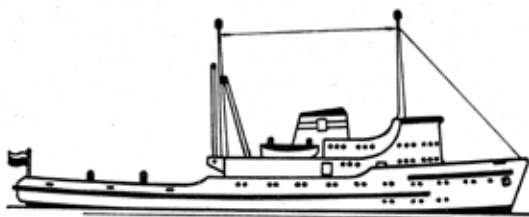


Use was made of 'camels' (lifting tanks) on the Bombay job

photo: Polish Ship Salvage - coll. Job van Eijk



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Coordination Centre (24 hr service): 55-51

Branch Office:

33, SŁONECZNA STREET, SZCZECIN

Telephone: 85-43

Telegrams: POLRATOK

| YEAR | POLISH FLAG | | FOREIGN FLAG | | TOTAL |
|------|------------------------|----------------|------------------------|----------------|-------|
| | SMALL CRAFTS AND BOATS | MERCHANT FLEET | SMALL CRAFTS AND BOATS | MERCHANT FLEET | |
| 1951 | 5 | 6 | - | 7 | 18 |
| 1952 | 1 | - | 1 | 11 | 13 |
| 1953 | 46 | 4 | - | 1 | 51 |
| 1954 | 48 | 4 | 2 | 3 | 57 |
| 1955 | 37 | - | 1 | 5 | 43 |
| 1956 | 48 | - | - | - | 53 |
| 1957 | 68 | 4 | 2 | 2 | 104 |
| 1958 | 96 | 4 | 2 | 2 | 104 |
| 1959 | 102 | 1 | 2 | 4 | 109 |
| 1960 | 90 | 10 | 1 | 4 | 105 |
| 1961 | 78 | 2 | 3 | 5 | 88 |
| 1962 | 120 | - | 4 | 3 | 127 |
| 1963 | 97 | 5 | 1 | 10 | 113 |
| 1964 | 150 | 5 | 4 | 4 | 163 |
| 1965 | 125 | 7 | 7 | 8 | 147 |
| 1966 | 110 | 2 | 1 | 3 | 116 |
| 1967 | 106 | 2 | - | 2 | 110 |
| 1968 | 132 | 5 | 4 | 5 | 146 |
| 1969 | 109 | 6 | 2 | 7 | 124 |
| 1970 | 97 | 13 | 4 | 6 | 120 |
| 1971 | 79 | 5 | - | 2 | 86 |
| 1972 | 88 | 3 | - | 5 | 96 |
| 1973 | 98 | 6 | 3 | 3 | 110 |
| 1974 | 80 | 1 | 2 | 2 | 85 |
| 1975 | 74 | 5 | 4 | 6 | 89 |
| 1976 | 134 | 4 | 2 | 9 | 149 |
| 1977 | 106 | 4 | 3 | 6 | 119 |
| 1978 | 109 | 12 | 3 | 10 | 134 |
| 1979 | 133 | 4 | 6 | 3 | 146 |
| 1980 | 129 | 8 | 8 | 5 | 150 |
| 1981 | 114 | 4 | 1 | 3 | 122 |
| 1982 | 86 | 5 | - | - | 91 |
| 1983 | 90 | 4 | 2 | 3 | 99 |
| 1984 | 85 | 3 | 2 | 3 | 93 |
| 1985 | 103 | 4 | 4 | 3 | 114 |
| 1986 | 85 | 5 | 4 | 2 | 96 |
| 1987 | 60 | 7 | 3 | 4 | 74 |
| 1988 | 68 | 10 | 6 | 4 | 88 |
| 1989 | 48 | 5 | 4 | 2 | 59 |
| 1990 | 67 | 2 | 3 | 6 | 78 |

Advert approx 1960

Salvage Operations PRO 1951-1990



JANTAR built in 1958 was the first of the true oceangoing salvage tugs in the Polish Ship Salvage fleet

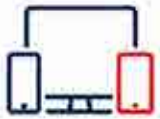
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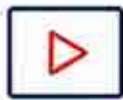
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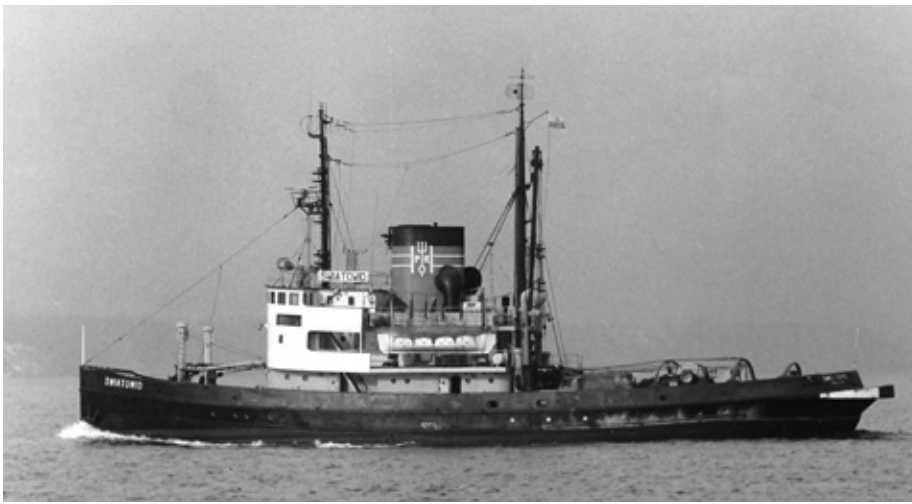
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SWIATOWID was an icebreaker / tug which in the off-season was involved in towage as well as salvage operations
 photo: coll. Job van Eijk

light. As a consequence, a fleet of rescue vessels / lifeboats was assembled in a very short time. This somewhat improved the safety situation in Polish waters. In 1958 the Polish coast was covered by 14 vessels allocated to designated ports as follows:
 Swinoujscie: *Szkwał*, *Trzebież*; *Koncha*,
 Lubin: *RC-3* (transferred to Leba in 1961),
 Dziwnow: *Perła*. Kołobrzeg:
R-4, Darłowo: *R-3*, Ustka: *R-2*, Łeba:
RC-2, Władysławowo: *Muszla* and *RC-1*
 (the latter 1963 transferred to Leba),
 Hel: cutter *R-1*, Gdynia: *Sztorm*, Gorki
 Zachodnie: *Alga* and Tolkmicko: *Elżunia*.

In 1961 two tugboats were added to the rescue fleet: *Rosomak* was operating in the Bay of Gdansk and *Tumak* was based at Swinoujscie. As mentioned elsewhere in addition port authorities were required to have one tug available 24/7 for rescue operations.

By the 1960s the situation had again deteriorated as a result of a lack of

cooperation between the various entities that together made up the maritime rescue system. In addition overall management seemed to have reversed to interested parties making their own procedures. As lifesaving was centered on rescuing boat plus crew rather than taking crew off the casualty the rescue fleet became quickly outdated. Many were wooden-hulled, small sized and with no real towing capability and a (very) slow speed. By that time the size of the casualties was also increasing. This led to the design of the R-17 and R-25 classes of rescue / salvage vessels described in the fleetlist.

In the modernisation of the rescue fleet the dual role of the company was reflected in the design: lifeboats / rescue cruisers fitted with towage and salvage gear. The boats were also capable of performing (rescue) tows.

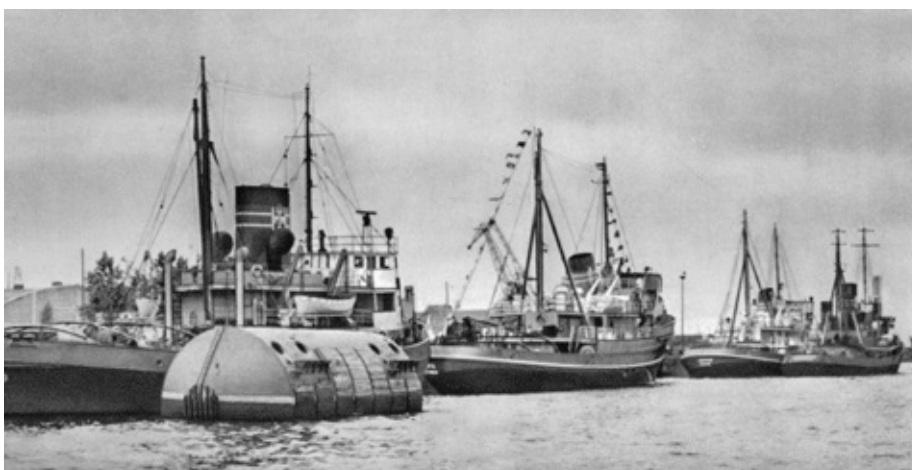
In March 1970 salvage and rescue was **reorganised**. The POLRATOK

organisation was split into a rescue and salvage department and a department for ocean towing, wreck removal and diving operations. The rescue tugs and salvage cruisers performed rescue as well as emergency towing and were directed by the two rescue coordination centres. These also were linked to radio stations, port authorities and the navy. The ocean tugs, ice breakers and auxiliary craft were run by the other department. The company had to maintain salvage capacity in 12 ports: Tolmicko, Gorki Zachodnie, Gdynia, Hel, Władysławowo, Leba, Darłowo, Gdansk, Szczecin, Kołobrzeg, Swinoujscie and Trebiez. 14 salvage vessels and tugs were stationed in these ports, with permanent crews. The coastal rescue of human life was handed to local Marine Boards (Port Authorities) that were also tasked to provide their own staff and volunteers to man the rescue stations and boats.

At the same time a back-up salvage capability was to be maintained by the Port Authorities of Gdansk, Gdynia, Swinoujscie and Szczecin. This was in the form of selected and adapted seagoing port tugs. During salvage operations these tugs were subordinated to POLRATOK which directed and coordinated salvage actions through its 24/7 manned Rescue Coordination Centres at Gdynia and Swinoujscie.

The organisation was set up in this way because it had been found to be impractical to entirely separate 'rescue' from 'salvage'. For instance, company tugs and lifeboats at the time rendered assistance to some 100 fishing vessels every year. But in many cases this only involved a tow into port. This task could be carried out by the rescue / salvage tugs as well as by the suitably equipped large rescue vessels. For the extreme rough-weather operations self-righting lifeboats were available.

During the period 1958 - 1970 a total of 6.250 people were rescued from a dangerous situation. Of this number, 354 people were taken off the casualty with the other being saved with their ship. In the four years following the reorganisation another 66 were taken off while another 1.763 were rescued with their ship through emergency towing or salvage.



Polratok tugs in port on the occasion of the arrival of the newbuild EOL. From l to r: SWIATOWID with lifting camel alongside, EOL, JANTAR with SWAROZYC alongside
 photo: Polish Ship Salvage





ENGLISHMAN towing REMBRANDT (ex ROTTERDAM)
photo: crew Englishman



TUMAK in The Channel towing dump barge
photo: Skyfotos / Fotoflite



ENGLISHMAN arriving Rotterdam towing AMT TRADER on
6 August, 2005
photo: Frits van der Hoek



AMBER II with Vard HULL 973, 8-January, 2025

photo: Leen van der Meijden



SWAROZYC performed the first long distance towing operation of Polish Ship salvage: Nigeria to Germany with the dredger LADY BOURDILLON photo: coll. Job van Eijk

An example of such a **towing / rescue job** was the operation on 22 September, 1969. The lifeboat *Muszla* was mobilised to the position of the yacht *Dar Opola* which was in trouble near the port of Wladyslawowo. Wind force at the time was 9-10 Bf, with a sea state 7-8. The lifeboat succeeded in getting a towline aboard the yacht and headed for port. Once under way the lifeboat was hit by a freak wave capsizing the lifeboat and rolling her over. The boat was seriously damaged and the crew wounded. As luck would have it the towline was still connected. With the boat more or less upright the crew regained control and managed to complete the tow into port.

Distance towing

Another well-known branch of POLRATOK became ocean towage. The first serious long distance towing operation was carried out from 27 December, 1955, to 15 March, 1956. The dredger *Lady Bourdillon* had been lying unused for quite some time in the port of Lagos, Nigeria. The dredger – a suction hopper dredger owned by the Government of Nigeria at Lagos – had been used to keep the channels to Lagos at the required depth. The dredger was built in 1944 by William Simons & Co. Ltd., Renfrew (yn 766). The 3.944 grt vessels measured 105 x 16,15 m. The twin screw dredger was fitted with two triple expansion steam engines.

The Polish Government had been looking around for such a vessel so the decision was made to purchase. Next it had to be towed to Hamburg for maintenance and upgrade. Centromor had been the

intermediary and Polish Ship Salvage was tasked to collect the dredger.

The tug *Swarozyc* (Captain Kowalewski) was mobilised to Lagos from Poland – a distance of 4.872 nm - and took the dredger - to be named *Zeran* - in tow. It was a heavy haul for the coal-fired tug that had never been designed for long-distance ocean towing so had limited bunker capacity. Near Madeira the transport was caught in a ferocious

storm that made progress impossible and blew them off course. The low-quality Nigerian coal was burned at a rate that saw the bottom of the bunkers appear. Considerations had already been made how much wood could be used striping the construction but they managed Madeira on the last shovels of coal. From Madeira to Hamburg with good quality coal was an easy tow. The dredger was delivered to Deutsche Werft and the tug returned to Poland.



MUSZLA was a self-righting lifeboat with a range of 140 nm

photo: brochure Polish Ship Salvage Co



Magazine clipping showing the dredger LADY BOURDILLON

clipping: coll. Job van Eijk





PERKUN

photo: coll. Job van Eijk

With lessons learned it was decided to order dedicated ocean salvage tugs. In 1958 the newbuild salvage tug *Jantar* was delivered by the British yard Charles Hill & Sons, Bristol. The tug was handed over to the owners on 21 November, 1958. First Master was Captain Włodzimierz Słocinski. She was followed in 1959 by sister *Eol* which was immediately renamed *Poseidon*. The reason for this was that in maritime radio traffic the Polish 'Eol' could easily be mistaken for other words / names.

The first year 8 tows were carried out but in 1974 this annual number had risen to 41. Between 1959 and 1974 no less than 224 distance towing jobs were completed, delivering 336 objects to clients around the world.

In addition to towage and salvage icebreaking was also carried out by POLRATOK vessels. Diving was also important with annually some 500 diving jobs completed – not only for salvage but also in connection with port construction and maintenance.

A new icebreaker

Polish Ship Salvage was by nature of its geographical location in the Baltic involved in icebreaking during wintertime. For this some of their tugs were strengthened for icebreaking. In addition they employed icebreakers which doubled as tugs and salvage vessel during the warmer months. The frosty winters of the time meant that the port of Szczecin, for example, could not function without icebreakers. At times, the situation deteriorated so much that

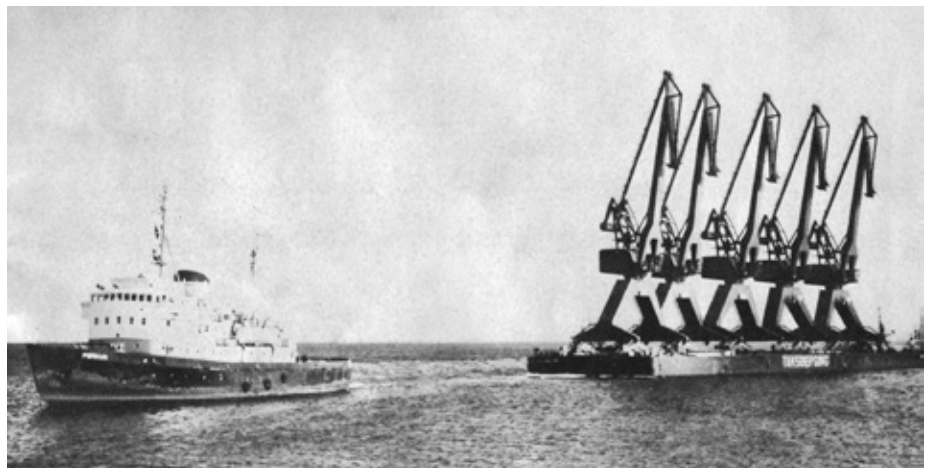
even smaller POLRATOK vessels, such as the 1.500 hp *Posejdon* and the 1.850 hp *Swarożyc*, were unable to clear a path through the ice. The steam-powered *Światowid*, built before the war in Sweden and commissioned in the winter of 1963, was a dedicated icebreaker. Even so, in March 1956, the Szczecin port was actually closed.

POLRATOK's management realized it needed to have more powerful icebreakers. The Maritime Institute in Gdansk developed a plan to expand the icebreaker fleet with six new vessels of 2.500 to 6.000 hp. Lack of funding, however, reduced the order to a single unit.

"Perkun"

For the construction of the new icebreaker / tug built they chose an English shipyard. The P.K. Harris shipyard at Appledore was a relatively small yard, established in 1855 as Richmond Shipyard and acquired in 1932 by Philip Kelly Harris. In 1963 the yard was sold to become Appledore Shipbuilders. The yard became known in the 1960's for the tugs they built with a hydroconic hull design originating from naval architects Burness, Corlett.& Partners. Burness, Corlett were also responsible for the design of the new icebreaker as they had a close working relationship with the P.K. Harris yard.

The twin-screw diesel -electric propulsion system proposed caused some doubt so



PERKUN - en route from Finland with a load of port cranes

photo: brochure Polratok - coll. Job van Eijk



The icebreaker PERKUN was pictured on a stamp published in 1971 in a series of Polish ships

stamp: coll. Job van Eijk



model tests were ordered. This resulted in the discovery that it was necessary to re-design the stern arrangement. This was found to be too slender causing broken ice to be pulled within reach of the propeller blades. To avoid this the hull at the stern was widened to effectively keep the broken ice floes away from the propellers. Furthermore the prop shafts were lowered a bit and the rotation of the props reversed. With these modifications *Perkun* proved its use being effective at breaking ice up to 30 cm thick. Her specs included the 'disperse' of ice floes up to approx. 1,80 m.

The first time she was needed for icebreaking work *Perkun* was still running trials. Reportedly the ice situation was such that the owners requested to discontinue trials and join the icebreaking in Polish / Baltic waters – accepting that not all defects found during trials had been rectified. Upon arrival at Szczecin they found everything covered in ice. *Swiatowid* was active near Szczecin so *Perkun* was tasked to operate between Swinoujscie and the Kiel Canal. Ships that had been freed by *Swiatowid* were sailing in convoy behind *Perkun* to the Kiel Canal entrance.

The icebreaker / tug was designed for work in the Bay of Pomerania and the Gulf of Gdansk, the ports of Szczecin-Swinoujscie and other parts of the Baltic Sea. Outside of the ice season she was to earn her keep as a deepsea tug.

An example of a difficult tow by *Perkun* was the transport in 1969 from Finland to Gdansk with a pontoon loaded with three huge port cranes. These cranes had a height of 48 metres and a weight of 600 tonnes. The maximum list during the tow was to be limited to 5 degrees. The tug and her tow encountered unfavourable weather conditions along the route so they had to seek shelter several times, amongst others in the Skerries, in Stockholm and in Kalmar. A follow-up tow with 5 cranes on the pontoon was completed in much better weather conditions.

Amongst the out-of-the-ordinary jobs one – in 1982 – was the icebreaker / tug being chartered by the Polish Academy of Science to undertake various scientific cruises in Spitzbergen and to supply the Polar Station at the Hornsund Fjord.



NEPTUN and POSEJDON with floating dock tow. These tugs were acquired in 1979 photo: coll. Job van Eijk

She also worked for Petrobaltic during construction of a drilling platform off Baltiysk (Kaliningrad). *Perkun* survived until 1995 when she was sent to the breakers.

Ocean towage expands

In 1979 the ocean tug fleet was strengthened through the acquisition of two newbuild salvage tugs *Neptun* and *Posejdon*. These tugs belonged to a large class – in fact three classes with minor differences – of some 82 tugs of 58 m in length and between 1.070 and 1.180 grt. The two older ocean tugs *Koral* and *Jantar* lasted until 1989 respectively 1991 when they were broken up.

POLRATOK looked around for further more powerful ocean tugs that had to be able to serve the offshore industry as well. First of those was the 8.000 bhp / 92 tpb anchorhandling tug *Baltic Amber* which had been built in 1975 for account of Norsk Bjernings as *Odin Salvator*. She stayed in the fleet for a relatively short time. Next was *Englishman*, a former 130 tpb OSA ice-strengthened tug /

supplyvessel that was built in 1975 as *Schepelsturm*. She remained in the fleet from 1995 to 2011. Less powerful was *Koral* which arrived in 1998 followed by *Jantar* – a former Abeille tug - in 2001.

Rescue

In 1983 POLRATOK once again regained control of the coastal rescue stations. In addition it was tasked with the responsibility for oil spill response and environmental protection at sea. Salvage and towage were continued. In 1993 the dedicated pollution control / rescue tug *Kapitan Poinc* joined the fleet basically functioning as an ETV in the Baltic. She was later also transferred to SAR. The ETV was named for Captain Witold Poinc who had been instrumental in the post-war start-up of salvage and the formation years of the Polish Ship Salvage company.

Next, in 2002, all rescue services were transferred to a new government-backed operation: **Morska Sluzba Poszukiwania i Ratownictwa (SAR)**.



OPAL spotted on 26 July, 2018

photo: Ruud Zegwaard





AMBER II (imo 9425423) arriving at Rotterdam from Spain 31 October, 2025, towing BOABARGE 36

photo: Hans Hoffmann



*ONYX arriving Rotterdam 17 May, 2016, towing the dredger SPAUWER
photo: Leen van der Meijden*



ENGLISHMAN arriving Rotterdam towing AMT TRADER on 6 August, 2005

photo: Frits van der Hoek



JANTAR arriving in the Tyne 2 September, 2009, towing VIKING BARGE 5

photo: Kevin Blair



The R-17 class of rescue cruisers were sold commercially with the last one leaving the SAR fleet in 2011. SCIROCCO (ex MISTRAL) was adapted for fishing trips

photo: EM311 Wiki Commons Licence in the Public Domain

All search-and-rescue (lifesaving) was transferred to SAR. Henceforth POLRATOK concentrated on commercial maritime services with ocean and offshore towage servicing the offshore oil industry as well as distance towing and salvage work.

Rescue department vessels have a white hull and carry a red Maltese Cross in a red circle. Funnels are white with a red band with the company-logo in white. Salvage Department vessels have a black

hull and a red funnel with black top and white company-logo.

More ocean tugs

2007 saw the start a period of fleet renewal and expansion starting with the newbuild 5.222 bhp *Amber II*. The next year the 8.640 bhp / 90 tpb *Agat* - a former Brodospas tug / supply vessel - joined the fleet. In 2009 *Opal* joined the fleet The (almost) newbuild had a bollard pull of 66 tonnes. She replaced the 4.800 bhp *Jantar* (ex *Pacific Salvor*, ex *Abeille*

Bretagne). In 2010 the 4.400 bhp *Koral* left the fleet followed in 2011 by the powerful *Englishman*. In 2015 another newbuilding arrived in the form of the 65 tpb *Onyx*. The current fleet consists of *Onyx*, *Opal*, *Amber II* and the floating crane *Maja*.

Sources

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KORAL arriving Rotterdam towing hull of SIEM PILOT, 5 October, 2009

photo: Hans Hoffmann



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**Fleetlist Zegluga Polska Spólka Akcyjna, Gdynia
by Jasiu van Haarlem**

Note: vessels that were transferred to Polish Ship Salvage Co. (Polskie Ractownictwo Okretowe) are listed only with a reference to the Polish Ship salvage fleetlist, which see. Like any fleetlist we welcome corrections and additions. Not included in the list are the small freighters employed by the company as from 1951 these were registered with Polish Ocean Lines.

JADWIGA (1928-1939)

Tender. Built: 1928 by Palmer's Shipbuilding & Iron Co. Ltd., Newcastle, U.K. Yn: 984. Dimensions: 43,08 (oa) / 39,89 (bp) x 7,39 m. Draft: 3,23 m. Tonnage: 270 grt - 107 nrt. Main engines: 2x 3-cyl. Triple-expansion steam engines by MacColl & Pollock Ltd. Total output: 1.030 ihp. Twin screw. Speed: 12 knots.

History

1928-06: *Jadwiga* - Zegluga Polska Spólka Akcyjna, Gdynia. 1939: confiscated by the German invaders. 1940-12-01: *Polyp* - "Weichsel" Danziger Dampfschiff & Seebad A.G., Danzig. 1944-03-01: taken over by Deutsche Kriegsmarine for service as diving support vessel with the Marine Bergungs- und Seenotdienst Kommando. 1946-01-30:

returned to owners. 1946-02-18: *Wilk*. 1948-05-01: *Anna*. 1949-04: *Halina*. 1949: *Zofia*. 1963: reported still operational. No further details.

WANDA (1928-1939)

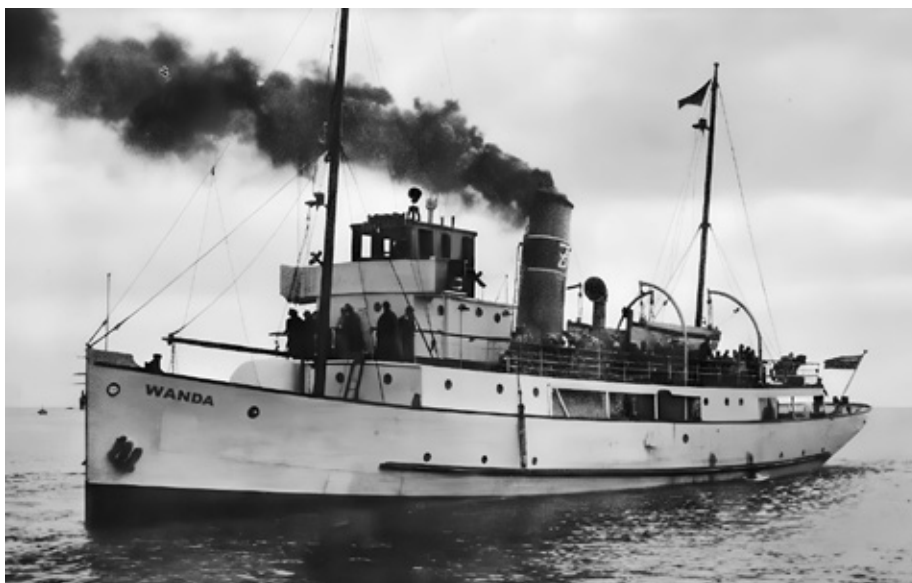
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History

1928: *Wanda* - Zegluga Polska Spólka Akcyjna, Gdynia. 1939-09-03: sunk at Gdynia. 1939-12: raised, repaired. Taken over by Deutsche Kriegsmarine. 1940-08-07: *Gotenhafen* - Deutsche Kriegsmarine. 1945-05: sunk. 1947: raised. 1949: *Barbara*. 1964: scrapped.

ZUBR (1) (1929-1936)

Tug. Built: 1890 by Schiffswerft und Maschinenfabrik (vorm. Janssen & Schmilinsky), Hamburg-Steinwärder. Yn: 276. Dimensions: 19,10 x 4,80 m. Draft: 2,10 m. Tonnage: 50 grt. Main engine: 1x 2-cyl. compound steam engine by Janssen & Schmilinsky. Total output: 220 ihp.



WANDA was one of two passenger tenders operating at Gdynia by Zegluga Polska. Built at Palmer's in Newcastle, England, in 1928. They served the Polish liners in port and in the roads
postcard: coll. Job van Eijk



The 350 ihp *BIZON* - seen here under her original name of *ZEEAREND* - was built in 1928 in The Netherlands only to be sold next year to Zegluga Polska
photo: coll. Job van Eijk

History

1890: *Lüneburg* - Wasserbau Inspection, Harburg. 1929-12-05: *Zubr* (1) - Zegluga Polska Spólka Akcyjna, Gdynia. 1935-09-01: sunk during storm off Königsberg. 1936-03-02: raised and repaired. 1936-03-02: *Los* (1) - Zegluga Polska Spólka Akcyjna, Gdynia. 1939-09: *Kussenfeld* - Deutsche Kriegsmarine, Marinearsenal Gotenhafen, Gdynia. No further details.

BIZON (1929-1938)

Tug. Built: 1928 by N.V. Scheepswerf & Gashouderfabriek v/h. Jonkers & Stans, Hendrik Ido Ambacht, The Netherlands. Yn: 194. Dimensions: 23,09 (oa) x 6,01 x 2,80 m. Draft: 2,59 meter. Tonnage: 96 grt. Main engine: 1x 3-cyl. triple expansion steam engine by Van Capellen. Total output: 350 ihp.

History

1928-07-19: *Zeearend* (1) / N.V. Exploitatie van de Zee- en Riviersleepboot "Zeearend" (P. Boudewijns), Rotterdam. Manager: N.V. Stoomsleepdienst "Maas", Rotterdam. 1929-10-31: sold to Poland. 1929-10-31: *Bizon* - Zegluga Polska Spólka Akcyjna, Gdynia. 1939-08: Confiscated by Polish Navy. 1939-09: *Oliva* - Deutsche Kriegsmarine, Marineausüstungstelle Gotenhafen, Gdynia. 1940-08: assigned to Unternehmen Seelöwe. 1941: returned to Marineausüstungstelle Gotenhafen, Gdynia. 1945: sunk. No further details.

TUR (1934-1939)

Tug. Built: 1927 by International Shipbuilding Co., Danzig. Yn: 49. Dimensions: 22,50 (oa) / 20,00 (bp) x 6,00 x 2,72 m. Draft: 2,60 m. Tonnage: 93 grt. Main engine: probably 1x 3 cyl. triple expansion steam engine. Total output: 375 ihp. Speed: 10 knots.

History

1927: *Tur* - Urząd Morski, Gdynia. 1934: *Tur* - Zegluga Polska Spólka Akcyjna, Gdynia. 1939: *Tur* - Polish Navy. 1939-09-18: Sunk at Gdynia. Raised by Deutsche Kriegsmarine. 1939: *Berent* - Kriegsmarine-Werft, Kiel. 1940-08: assigned to Unternehmen Seelöwe. 1941: *Berent* - Marinearsenal Gotenhafen, Gdynia. 1945: Located at Kiel, returned to Poland. 1946: *Tur* (1) - Zarząd Portu Gdansk, Gdansk. 1949-06-17: sunk at Gdansk. 1952: raised and scrapped.

ATLAS (1935-1946)

Tug. Built: 1920 by N.V. Machinefabriek & Scheepswerf van P. Smit Jr., Rotterdam. Yn: 310. Dimensions: 24,36 x 5,79 x 2,82 m. Draft: 2,11 m. Tonnage: 110 grt. Main engine: 1x 3-cyl. triple expansion steam engine by P. Smit Jr. Total output: 427 ihp. Speed: 10 knots.

History

1920-11-26: *Atlas* (4) - Internationale Sleepdienst Maatschappij N.V., Rotterdam - inland waters registration: 13309 Rott. 1920. 1923-05-01: *Atlas* (4) - L. Smit & Co's Internationale Sleepdienst Maatschappij N.V., Rotterdam. 1927-01-14: *Atlas* (4) - inland waters registration changed to 27.0850. 1935-07-29: *Atlas* - Zegluga Polska Spólka Akcyjna, Gdynia. 1939-09: sunk at Gdynia, raised and confiscated by Deutsche Kriegsmarine. 1940: *Putzig* - Marine Arsenal Kriegsmarine, Göttenhafen. 1945-12-21: *Atlas* - Zegluga Polska Spólka Akcyjna, Gdynia. 1946-09-19: while en route Rozewie to Stettin during storm foundered in the Baltic off Karwi. 1949: raised and scrapped.

LOS (1) (1936-1939)

Tug. See *Zubr* (1).

POLLUX (1936-1951)

Tug. Built: 1936. See *Jan* in fleetlist Polish Ship Salvage.

SZTORM (1946-1951)

Tug. Built: 1907. See *Cyclop* in fleetlist Polish Ship Salvage.

CZAPLA (1) (1946-1951)

Tug. Built: 1943 by Schiffswerfte und Maschinenfabrik Gebr. Wiemann, Brandenburg an den Havel. Yn: 344. Dimensions: 24,20 (oa) / 23,46 (bp) x 5,70 x 2,25 m. Draft: 2,20 m. Tonnage: 85 grt - 0 nrt. Main engine: 1x 6-cyl. K.H. Deutz. Total output: 350 bhp (257 kW) at 300 rpm. Speed: 10 knots.

History

1943: *Bachstelze* - Deutsche Kriegsmarine, Marine-ausrüstungstelle Cuxhaven. 1945: *Bachstelze* - Schlepperkontor (Royal Navy Tug Pool), Kiel. 1946: *Czapla* - Wydział Holowniczo Ratowniczy Zegluga Polska, Gdynia. Manager: Zegluga Polska Spólka Akcyjna,





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ROBUR VII seen here was a coaling vessel built in the Netherlands by Gusto. She was certified for bunkering operations in the roads. The vessel was fitted with a huge transporter boom on the bow to deliver coal into the bunkers of steamers. Carrying capacity was 1.000 tonnes, discharge rate 400 t/hr. A conveyor belt ran along the hold up to the top of the transporter boom from which the coal was dumped – via a chute – into a ship's bunkers. During WW2 converted to a salvage vessel and ultimately - via Zegluga Polska - ending up with Polish Ship Salvage photo: Digital Collection Shipyard Gusto Heritage Foundation

Gdansk. 1951: *Borsuk* - Zarząd Portu Gdansk-Gdynia, Gdansk. 1954: *Borsuk* - Zarząd Portu Gdansk, Gdansk. 1978: laid up. 1982: scrapped at Gdynska Stocznia Remontowa, Gdynia.

WITIAZ (1946-1949)

Tug. Built: 1908 by Georg Seebeck A.G., Geestemünde. Yn: 273. Dimensions: 34,05 (oa) x 31,40 (bp) x 8,37 x 4,30 m. Draft: 3,45 m. Tonnage: 219 grt – 86 nrt. Main engine: 1x 3 cyl. triple expansion steam engine by Seebeck. Total output: 700 ihp. Speed: 10 knots.

History

1908-03: *Primus* - Deput. Bremische Hafen & Eisenbahnen (Zollausschluss Bremen), Bremen. 1937-04: *Bardenfleth* (1) - Unterweser Reederei A.G., Bremen. 1940-08-12: confiscated by Deutsche Kriegsmarine and transferred to Unternehmen Seelöwe at Boulogne. 1941-06-10: transferred to Kriegsmarinewerft, Wilhelmshaven. 1943-01-01: transferred to Marineausrüstungs- und Reparaturbetrieb, Narvik, Norway. 1945-09-17: returned to owners Unterweser Reederei A.G. 1946-05-27: confiscated by Russia and taken to Poland. 1946-05-27: *Witiaz* - Zegluga

Polska Spółka Akcyjna, Gdynia. 1949: *Zubr* (2) - Morski Port Handlowy Gdynia, Gdynia. 1960: scrapped.

LOS (2) (1947-1951)

Seagoing shiphandling tug. Built: 1941. See *Los* (2) in fleetlist Polish Ship Salvage.

TARPAN (1947-1951)

Seagoing shiphandling tug. Built: 1941. See *Tarpan* in fleetlist Polish Ship Salvage.

BAWOL (1947-1952)

Tug. Built: 1929. See *Bawol* in fleetlist Polish Ship Salvage.

SMOK (1947-1951)

Salvage vessel. Built: 1937. See *Smok* in fleetlist Polish Ship Salvage.

HERKULES (1947-1951)

Tug. Built: 1938. See *Herkules* in fleetlist Polish Ship Salvage.

MAMUT (1947-1951)

Tug. Built: 1888. See *Mamut* in fleetlist Polish Ship Salvage.

NEPTUNIA (1) (1947-195x)

Wooden salvage vessel. Built: 1944 by Wivenhoe Shipyard Ltd., Wivenhoe. Dimensions: 42,57 (oa) x 7,92 m. Draft: 3,99 meter, Tonnage: 299 grt. Main engine: 2x 5-cyl. Harland & Wolff. Twin screw.

History

1944: name unknown. 1947: *Neptunia* - Przedsiębiorstwo Polowow Dalekomorskich (Dalmor) Sp. Z.o.o., Gdynia. 1947: *Neptunia* (1) - Zegluga Polska Spółka Akcyjna, Gdynia. 195x: decommissioned, no further details.

DZIK (1948-1950)

Tug. Built 1944. See *Dzik* in fleetlist Polish Ship Salvage.

ZUBR (2) 1949-1960

Tug. See *Witiaz*.



The Polish motorship PROSNA ran onto the rocks off Ranneby, Sweden. With temporary bottom repairs carried out the 613 grt vessel was refloated. The 1955-built vessel was owned by the Polish Government, via the Polish Steamship Co.

photo: Polish Ship Salvage Co



Salvage of the Norwegian freighter NORDNES owned by H. Kuhnles Rederi A/S, Bergen. The 5.018 grt vessel which was built in 1932 by Götaverken as AURORA sank after sustaining heavy bottom damage. Refloated by Polish Ship Salvage during a three-months operation. Involved in het operation were, amongst others, SMOK and SWIATOWID. The ship was towed to Kiel for repairs during the first week of February, 1957, by SWIATOWID and HERKULES photo: Polish Ship Salvage Co.

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Witold Zygmunt Poinc

A 1930 graduate of the Faculty of Navigation, he was a master mariner and Technical Director of the Polish Ship Salvage Service during its formative years

Capt. Poinc and his team recovered over 200 wrecks from the ports, in the roads and on the coast of Poland. Biggest job was the removal of the German battleship "Gneisenau", and deputy director of the Maritime Office in Gdynia.

He was born on May 2, 1908, in Skarzysko-Kamienna. In 1927, he entered the Maritime School in Tczew. In 1930, he graduated from the Navigation Department of the Maritime School and subsequently joined the Naval Reserve Officers School in Torun which he left in 1932 as a Navy Lieutenant.

His maritime career started on ships of the **Polish-British Steam Ship Company** – the fore-runner of the post-war Polish Ocean Lines. In 1934 he joined **Zegluga Polska** as Second Mate on the freighter *Katowice*. In 1938 he received his Master's Ticket. Next year he started as a port pilot in Gdynia. Shortly afterwards war broke out and Lieutenant Poinc led a platoon of sailors in the defence of Gdynia and Oksywie against the invading Germans. The remainder of the war he spent in POW camps.

When finally liberated Captain Poinc transferred to the Polish Merchant Navy office in London. Here, the Director of **Gdynia-America Lines (GAL)**, Marius Plinius, tasked him to organise a team in Gdynia - managed by GAL's **Zegluga Polska** subsidiary – to prepare for the clearing of Polish ports, fairways and coastal and territorial waters from wrecks. The towing and rescue (salvage) department of Zegluga Polska at Gdynia was headed by its the pre-war director, Zygmunt Zabokrzecki.

Repatriated by sea he arrived in Gdynia on 6 January, 1946. Their operational base was the Gdynia Port office of GAL from which they set about their given task. When mr Zabokrzecki resigned the Towing and Rescue Department was left to Witold Poinc. His first task had been to organise the cooperation of the various maritime-related ministries and local authorities.

Via GAL London, the Danish Em.Z. Svitzer salvage company had been contracted and already in February, 1946, Danish divers arrived in Gdynia with their salvage steamer *Aegir* to discover what tasks lay ahead. The



intention was that the Danish salvors and the Polish were to join forces in the clearing operations.

Captain Poinc became Technical Director, later Director, of the technical department of the Towing and Rescue Department of GAL. From 1951, he was the technical director of the Polish Ship Rescue organisation which was turned into the **Polish ship Salvage Company**.

In 1945, the situation relating to wreck salvage was complicated since the Russian liberators of Poland had a significant interest in the results. At war's end it had been decided that all wrecks of former German warships were to be handed to the Russians. The division of wrecks in Polish ports was left to the Russian's discretion. The result was that the easier wrecks were going to Russia with the unusable one's and the very expensive recoveries went to the Polish. The Russians also blocked bringing in foreign salvors. Mine clearing was also limited to where Russian divers were working on wrecks. Despite this, Captain Poinc and his crew salvaged over 250 wrecks in total, including the raising of the battleship *Gneisenau*. The 400 tons of non-ferrous metals and approximately 30.000 tons of steel were the attraction for the Russians but they failed in the attempt and in 1947 they handed the wreck to the Polish.



Zegluga Polska cargo ships in port. Nearest camera *KATOWICE* in which Witold Poinc served as Second Mate. To the left are *TORUN* and *WILNO*. The three were sisters built 1925 / 26 in France for British flagged owners. Acquired approx 1926-1927. Tonnage: 1.995-2.018 grt. Dimensions: 82 x 12 m photo: coll. Job van Eijk





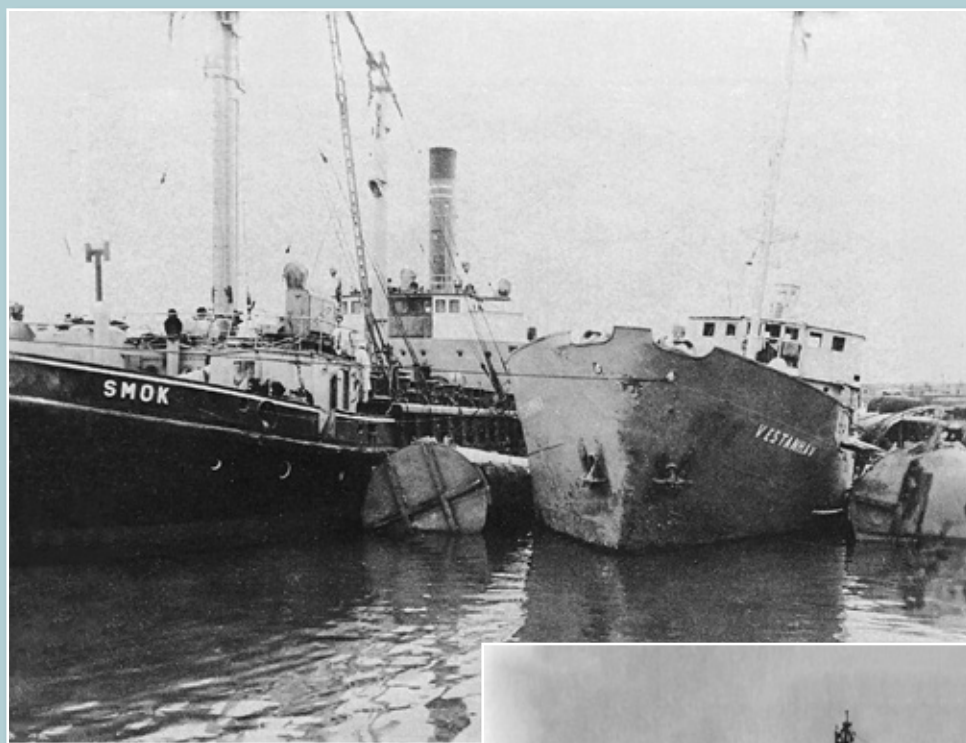
In January 1958, Witold Poinc became **Harbour Master of Gdansk** and for the next ten years he busied himself with



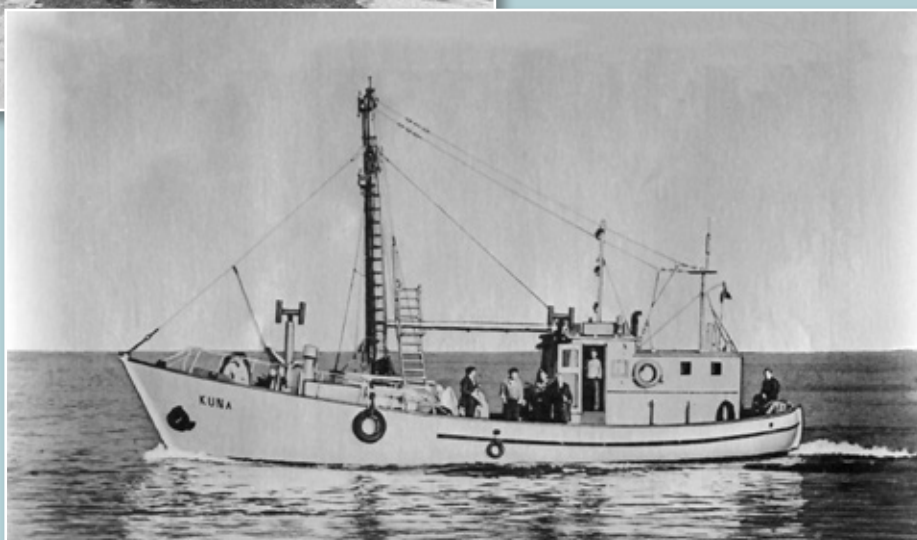
Wreck of **GNEISENAU**

modernisation of the port. In addition, in the 1960s started lecturing on maritime salvage and rescue. In 1966, *Ratownictwo Morskie* (Salvage at sea) was published, and in 1970, "Recovering Sunken Ships" was published.

Witold Poinc was awarded the Cross of Valor and the Silver Cross of Merit, as well as the Officer's Cross of the Order of Polonia Restituta. Captain Poinc passed away on September 18, 1982.



SMOK at work raising the Swedish 499 grt coaster *VESTANHAV*. This vessel was built in 1946 by Moss Vaerft & Dokk A/S. Former names *BREIVIK-1947*, *LILLEMOR-1948*, *FALKEN-1954*. *VESTANHAV* was owned by Rederi A/B Leckö., Operated by Erik Thun A/B, Lidköping photo: Polish Ship Salvage



The explosives carrier / diving support vessel **KUNA**

photo: Polish Ship Salvage

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Fleetlist POLRATOK
compiled by Jasiu van Haarlem

Note: The years between brackets in the header for each vessel indicate when the vessel served in the POLRATOK fleet. Owners are - where applicable - listed as Registered Owner resp Manager. The latter - in case of charter - is the actual operator while in case of ownership it is the beneficial owner. Also note that in the early days vessels while being operated by POLRATOK may have still been under actual ownership of other Polish owners, due to the initial set-up of the Government owned shipping fleets. In this fleetlist details are given in good faith derived from a variety of sources. Note that equipment details may change over the years.

Polish Ship salvage Co. was established on 2 January, 1951. As such it was a continuation of Zegluga Polska Spółka Akcyjna, a subsidiary of Gdynia-America Lines. Zegluga Polska was active from 1928 to 1951. In this fleetlist the vessels belonging to Zegluga Polska that were transferred in 1951 to the fleet of Polish Ship salvage are included. The vessels not transferred are listed in a separate fleetlist of Zegluga Polska.

JAN (1951 - 196x)

Tug. Built: 1936 by N.V. Marckmann & Faassen's Machinefabriek en Scheepsbouwwerf, Kralingsche Veer, Netherlands. Yn: 61. Dimensions: 21,82 (oa) x 5,72 m. Draft 2,5 m. Tonnage: 91 grt. Main engine: 1x 3-cyl. triple expansion steam by Marckmann & Faassen. Output: 250 ihp. Speed: 9 knots.

History

1936: *Pollux* - Zegluga Polska Spółka Akcyjna, Gdansk. 1939-09: *Grossendorf* - Deutsche Kriegsmarine, Techn. Marinebetrieb, Kappeln. 1941-01-31: *Grossendorf* - Wasser- und Schifffahrtsdirektion, Kiel. 1946: returned to owners. 1951-01-02: *Jan* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 196x: scrapped.

CYCLOP (1951-1952)

Tug. Built: 1907 by H.C. Stülcken & Sohn, Hamburg. Yn: 358. Dimensions: 24,37 (oa) / 24,29 (bp) x 5,72 m. Draft 3,36 m. Tonnage: 101,9 grt. Main engine: 1x 2-cyl. compound steam engine by H.C. Stülcken. Output: 480 ihp.

History

1907: *W.Th. Stratmann* (1) - Petersen & Alpers Hafen- und Seeschlepp-Reederei, Hamburg. 1914-08-03: with Kaiserliche Marine as Sperrverkehrsfahrzeug. 1919-01-01: returned to owners. 1937-07-09: capsized and sank during assistance to *Phoebus* off Köhlbrand, Hamburg. Raised and repaired. 1939-09-06: in service with Kriegsmarinewerft Wilhelmshaven. 1940-08: attached to Unternehmen Seelöwe. 1941-04-03: transferred to Kriegsmarinewerft Drontheim. 1945-05: confiscated by Russian occupational forces. 1946-06-16: *Sztorm* - Zegluga Polska Spółka Akcyjna, Gdynia. 1947-05-21: renamed *Cyclop*. 1951-02-01: *Cyclop* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1952-10: scrapped at Gdansk.



JAN is the former Petersen & Alpers W.Th. STRATMANN (pictured). The 250 ihp tug is one of the batch of vessels in 1951 transferred by Zegluga Polska Spółka Akcyjna to the Polish ship salvage Co (Polskie Ratownictwo Okretowe - POLATOK or PRO for short)
photo: coll. Job van Eijk

LOS (2) (1951-1959)

Seagoing shiphandling tug. Built: 1941 by Richard Dunston Ltd., Thorne, U.K. Launched: 29-05-1941. Yn: T-359. Design: Empire Tug, Maple-class (estuary tugs). Dimensions: 29,69 (oa) / 28,17 (bp) x 6,22 x 2,54 m. Tonnage: 129 grt - 0 nrt. Main engine: 1x 3- cyl. triple expansion steam engine by McKie & Baxter Ltd. Output: 500 ihp. Speed: 9 knots.

History

1941-10-06: *Empire Willow* - Ministry of War Transport, London. Manager: Pedder & Mylchreest Ltd., London. 1942: *Empire Willow* - Ministry of War Transport, London. Manager: W.D. Tamlyn & Co. Ltd., Plymouth. 1947: *Los* (2) - Wydział Holowniczo Ratowniczy Zegluga Polska, Gdynia. In beheer bij: Zegluga Polska Spółka Akcyjna, Gdynia. 02-01-1951: *Los* (2) - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1959: *Los* - Zarząd Portu Szczecin, Szczecin. 1961: scrapped

TARPAN (1951-1959)

Seagoing shiphandling tug. Built: 1941 by Richard Dunston Ltd., Thorne, U.K. Launched: 20-05-1941. Yn: T-358. Design: Empire Tug, Maple-class. Dimensions: 29,69 (oa) / 28,17 (bp) x 6,22 m. Draft 2,54 m. Tonnage: 129 grt - 0 nrt. Main engine: 1x 3- cyl. triple expansion steam engine by McKie & Baxter Ltd. Output: 500 ihp. Speed: 9 knots.

History

1941-09-02: *Empire Maple* - Ministry of War Transport,

London. Manager: C. Rowbotham & Sons Ltd., London. 1947: *Tarpan* - Wydział Holowniczo Ratowniczy Zegluga Polska, Gdynia. Manager: Zegluga Polska Spółka Akcyjna, Gdynia. 1951-01-02: *Tarpan* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1959: *Tarpan* (1) - Zarząd Portu Gdansk, Gdansk. 1961: scrapped.

SMOK (1951-1991)

Salvage vessel. Built: 1937 by Scheepswerf "Gusto" v/h. A.F. Smulders, Schiedam, Netherlands. Yn: 722. Dimensions: 51,59 (oa) x 13,18 m. Draft 5,39 m. Tonnage: 1.057 grt - 441 nrt. Main engines: 2x 3-cyl. triple expansion steam by Gusto. Total output: 750 ihp. Twin screw.

History

1937: *Robur VII* - Polska-Skandynawikie Tomarzystwo Transportowe Spółka Akcyjna, Gdynia. Coal bunker vessel. 1939-09-06: sunk at Gdynia, later raised. 1940: *Robur VII* - Eisen & Metal, Hamburg. 1942: *Richard* - Marine-Bergungs- und Seenotdienst Kommando, reconstructed as a salvage vessel. 1945: British War Prize. 1946: *Khosta* - Russia. 1947-04-14: *Smok* - Zegluga Polska Spółka Akcyjna, Gdynia. 1951-01-02: *Smok* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1991: scrapped at Maliano.

MAMUT (1951-1962)

Tug. Built: 1888 by J.W. Klawitter, Danzig. Yn: 136. Dimensions: 32,97 (oa) / (31,52) x 5,49 m Draft: 2,00 m. Tonnage: 139 grt - 42 nrt. Main engine: 1x 2-cyl. Compound steam engine by J.W. Klawitter. Total output: 350 ihp.

History

1888: *Richard Damme* - Alexander Gibsons, Danzig. 1894: *Richard Damme* - "Weichsel" Danziger Dampfschiffahrt- und Seebad A.G., Danzig. 1940-01-10: *Richard Damme* - Marineausrüstungsstelle, Gotenhafen. 1940-08: assigned to Unternehmen Seelöwe. 1945-04-28: transferred to Marine-, Bergungs- und Seenotdienst-Kommando Mitte. 1945-09-22: British war prize taken at Kiel. 1947-10-22: *Mamut* - Urząd Morski, Gdansk. 1947-10-22: *Mamut* - Zegluga Polska Spółka Akcyjna, Gdansk. 1951-01-02: *Mamut* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1962: scrapped.

POSEJDON (1) (1951-1961)

Icebreaker / tug. Built: 1884 by Kockums Mek. Verkstads A/B, Malmö, Sweden. Yn: 41. Dimensions: 41,38 (oa) x 9,80 m. Draft 4,29 m. Tonnage: 436 grt - 149 nrt. Main engine: 1x 2-cyl. compound steam engine by Kockums M/V. Output: 1.300 ihp.

History

1884: Bryderen - Det Forenede Dampskibs Selskab, Copenhagen. 1949: *Posejdon* - Główny u Zarząd Morski, Szczecin. 1951-02-01: *Posejdon* (1) - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1961: decommissioned.

SWAROZYC (1951-1979)

Ice-breaking harbour / deepsea salvage tug. Built:



In all three Empire Maple-class so-called Estuary Tugs ended up in the PRO-fleet. Pictured is EMPIRE IMP which eventually ended up in Canada from the U.K. but sisters in PRO are LOS, TARPAN and ZDK
photo: coll. World Ship Society





SWAROZYC was under construction from 1942 to 1948. Eventually acquired by the Polish Government she was upgraded to post-war standard prior to being taken up in the Szczecin Maritime Office. Seen here iwith owners funnel mark prior to transfer to the PRO-fleet
photo: coll. Job van Eijk

1948 by Amsterdamsche Droogdok Maatschappij N.V., Amsterdam. Yn: 83. Ordered as *Fairplay XX* by Fairplay Schleppdampfschiffs Gesellschaft, Hamburg. Keel laid 1942. Launched: 1944 without engines. Dimensions: 50,09 (oa) / 47,29 (bp) x 12,02 x 6,00 m. Draft 5,45 m. Tonnage: 709 grt - 0 nrt. Main engine: 4-cylinder double-expansion reciprocating steam engine Christiansen-Meyer system. Output: 1.850 ihp. Speed: 11 knots.

History

1942: keel laid as *Fairplay XX* - Fairplay Schleppdampfschiffs Reederei, Hamburg. 1945: incomplete vessel remained in ownership of the builder's yard. 1947: vessel offered to Poland. 1948: *Swarozyc* - Polish Import & Export Co. (Polimex), Szczecin. Intended owner Gdynia-America Lines towage & salvage department. 1948-04: *Swarozyc* - upon arrival in Poland transferred to Szczecin Maritime Office. 1950: *Swarozyc* - transferred to Port Authority of Szczecin. 1951-01-02: *Swarozyc* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1978-11-20: decommissioned. 1979-03-9: to Radunia Repair Yard, Gdansk, for scrapping.

SWIATOWID (1951-1987)

Icebreaker / tug. Built: 1951 by A/B Oskarshamns Varvet, Oskarshamn. Yn: 310. Dimensions: 47,71 (oa) x 44,50 (bp) x 14,03 x 6,46 m. Draft: 5,50 m, Tonnage: 883 grt - 0 nrt. Main engine: 1x 3 cyl. Triple expansion steam engine by Helsingörs Mek. & Skips. Total output: 2.600 ihp. Speed: 12 knots.

History

1951-02: *Swiatowid* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1987: scrapped.

CIETRZEW (1952-1962)

Salvage vessel. Built: 1952 by Stocznia Polnocna, Gdansk. Dimensions: 32,54 (oa) x 6,76 m. Draft 3,38 meter, Tonnage: 159 grt. Main engine: 1x 3 cyl. Jönköping. Total output: 300 bhp (221 kW).

History

1952: *Cietrzew* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1962: decommissioned, no further details.

CZAPLA (2) (1952-199x)

Wreck location / salvage vessel. Built: 1952 by Stocznia Polnocna, Gdansk. Yn: 11193. Dimensions: 32,54 (oa) x 6,76 m. Draft: 3,38 meter, Tonnage: 171 grt. Main engine: 1x 3-cyl. Jönköping. Total output: 300 bhp (221 kW).

History

1952: *Czapla (2)* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 199x: Decommissioned. No further details.

BAWOL (1952-1982)

Tug. Built: 1929 by Deutsche Schiff- und Maschinenbau A.G. "Werk Seebeck", Geestemünde. Launched 01-1929. Yn: 474. Dimensions: 27,74 (oa) / 27,28 (bp) x 7,01 x 3,70 m. Draft: 3,10 m. Tonnage: 151 grt - 0 nrt. Main engine: 1x 3-cyl. Triple expansion steam engine by Werk Seebeck. Total output: 1.100 ihp. Speed: 11,5 knots.

History

1929-01-23: *Rechtenfleth* - Unterweser Reederei A.G., Bremen. 1940-08-11: Requisitioned by Deutsche Kriegsmarine, assigned to Unternehmen Seelöwe at Boulogne (France). 1940-12: transferred to Bergungskommando Wandelaar Feuerschiff. 1941-01-23: transferred to Marineausüstungsstelle Emden, Germany as target towing tug. 1941-12-19: sank off Ulvesand following air bombing raid. 1942: raised and repaired. 1943-01-01: transferred to Kriegsmarinestelle Bergen, Norway. 1945-09-17: returned to owner. 1946-05-27: confiscated by Russia as war reparation, renamed *Wariag*. 1947-04-12: *Bawol* - Zarząd Portu Gdansk, Gdansk. Manager: Zegluga Polska Spółka Akcyjna, Gdynia. 1952-01-02: *Bawol* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1982: decommissioned, no further details.



BAWOL was another transfer to PRO. She is the former Unterweser Reederei's 1.100 ihp RECHTENFLETH (pictured) built in 1929
photo: coll. Job van Eijk

DZIK (1953-19xx)

Tug. Built: 1944 by Richard Dunston Ltd., Thorne. Yn: T-386. Launched: 29-11-1943. Design: Empire Maple class. Dimensions: 28,68 (oa) x 6,49 m. Draft 2,96 m. Tonnage: 138 grt - 0 nrt. Main engine: 1x 3 cyl. triple expansion steam by Worsley Mesnes Ironworks Ltd. Total output: 500 ihp. Speed: 8 knots.

History

1944-02-11: *Empire Andrew* - Ministry of War Transport, London. Manager: France, Fenwick Tyne & Wear Co. Ltd., Newcastle. 1945: *Empire Andrew* - Ministry of War Transport, London. Manager: Elliott Steam Tug Co., London. 1948: *Dzik* - Zegluga Polska S.A., Gdynia. Manager: Zegluga Polska Spółka Akcyjna, Gdynia. 1950: *Dzik* - Zarząd Portu Gdansk, Gdansk. 1953: *Dzik* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 19xx: *Dzik* - Gdanska Stocznia Remontowa, Gdansk. 1962: scrapped.

HERKULES (1954-1963)

Tug. Built: 1938 by International Shipbuilding & Engineering Co. Ltd., Danzig. Yn: 85. Dimensions: 37,11 (oa) x 8,74 x 3,68 m. Draft: 4,50 m. Tonnage: 254 grt - 84 nrt. Main engine: 2x 2 cyl. compound steam engine by Danzig Werft. Total output: 1.400 ihp. Single screw.

History

1937-12-04: *Albert Forster* - "Weichsel" Danziger Dampfschiffahrt- und Seebad A.G., Danzig. 1940-08-10: confiscated by German Kriegsmarine, Marineausüstungsstelle Gotenhafen. 1940-08-11: assigned to Unternehmen Seelöwe, Port Commander Ostend. 1941-04-07: returned to owner. 1945-07-29: captured by British Army. 1947-04-23: *Herkules* - Zegluga Polska Spółka Akcyjna, Gdynia. 1951: *Herkules* - Polska Zegluga Morski, Szczecin. 1954: *Herkules* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1963: scrapped in Poland.

TUMAK (1957-1991)

Harbour / coastal tug. Built: 1957 by V.E.B. Werft Edgar Andre, Magdeburg. Yn: 6042. Dimensions: 29,04 (oa) x 26,54 (bp) x 6,52 x 3,00 m. Draft 2,40 m. Tonnage: 137 grt - 5 nrt. Main engine: 1x 6 cyl. S.K.L. R6-DV-148. Total output: 400 bhp (294 kW) at 275 rpm. Speed: 10,5 knots. Fitted with 5-tonne towing winch. Firefighting: fire pump 260 m³/hr at 6 bar, 1x fire monitor. Equipped with 2x standard diving gear, 2x diving compressors. Salvage gear: 1x diesel generator 220 V AC / 380 V, 3x salvage pumps 50 - 160 m³/hr, 2x deepwell pumps resp. 50 m³/hr - 150 m³/hr.

History

1957: *Tumak* - /Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1991: decommissioned. No further details.

ROSOMAK (1957-1991)

Tug. Built: 1957 by V.E.B. Werft Edgar Andre, Magdeburg. Yn: 6043. Dimensions: 29,04 (oa) x 26,54 (bp) x 6,52 x 3,00





TUMAK (pictured in the Rotterdam Waterway) and sister **ROSOMAK** were the first newbuilds ordered for PRO. The design incorporated the double use as tug and rescue vessel / salvage tug photo: coll. Job van Eijk

m. Draft 2,68 m. Tonnage: 137 grt – 5 nrt. Main engine: 1x 6 cil. S.K.L. R6-DV-148 Total output: 400 bhp (294 kW) at 275 rpm. Speed: 10,5 knots. Fitted with 5-tonne towing winch. Firefighting: fire pump 260 m³/hr at 6 bar, 1x fire monitor. Equipped with 2x standard diving gear, 2x diving compressors. Salvage gear: 1x diesel generator 220 V AC / 380 V, 3x salvage pumps 50 – 160 m³/hr, 2x deepwell pumps resp. 50 m³/hr – 150 m³/hr.

History

1957: *Rosomak* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1991: *Rosomak* - Waterlink(South) Ltd. (R. Atkin), London. 1994-10-17: *Rosomak* - L.C.M. Schoenmakers, Ijmuiden, Netherlands. 1998-07-03: *Rosomak* - R.E. van Ditmars, Beverwijk, Netherlands. 2011-04-04: *Rosomak* - Riwald B.V., Almelo, Netherlands. No further details.

JANTAR (1) (1958-1992)

Ocean salvage tug. Built: 1958 by Charles Hill & Sons Ltd., Bristol. Yn: 413. Dimensions: 65,64 (oa) x 62,48 (bp) x 11,38 x 5,80 m. Draft: 4,56 m, Tonnage: 1.226 grt – 304 nrt. Main engines: 2x 7-cyl. National Gas & Oil Co. B4-AUM-7. Total output: 3.150 bhp (2.317 kW) at 333 rpm. Single screw. Speed: 15,5 knots max. Towing gear: 30-tonne automatic towing winch. Firefighting: fire pump 400m³/hr at 7 bar – 2 fire monitors. Equipped with two diving compressors and decompression chamber. Salvage gear: salvage pumps 60 – 410 m³/hr, electric deepwell pumps 60 – 150 m³/hr, diesel generator AC 220 V / 380 V.

History

1958-11: *Jantar* (1) - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1992-04-15: scrapped by MS Karachi Steel, Gadani Beach.

EOL (1959-1959)

Ocean salvage tug. Built: 1958 by Charles Hill & Sons Ltd., Bristol. Yn: 414. Dimensions: 65,64 (oa) x 62,48 (bp) x 11,38 x 5,80 m. Draft: 4,56 m, Tonnage: 1.225 grt – 304 nrt. Main engines: 2x 7-cyl. National Gas & Oil Co. Total output: 3.150 bhp (2.317 kW). Single screw. Speed: 15,5 knots. Towing gear: 30-tonne automatic towing winch. Firefighting: fire pump 400m³/hr at 7 bar – 2 fire monitors. Equipped with two diving compressors and decompression chamber. Salvage gear: salvage pumps 60 – 410 m³/hr, electric deepwell pumps 60 – 150 m³/hr, diesel generator AC 220 V / 380 V.

History

1959-06: *Eol* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1959-06: *Koral* (1) - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1989-04-04: scrapped at Alang Beach as *Oral*.

KORAL (1) (1959-1989)

see *Eol*.

PERKUN (1963-1993)

Icebreaker / (salvage)tug. Built: 1962 by P.K. Harris & Sons Ltd., Appledore. Yn: 157. Commissioned January 1963. Dimensions: 56,49 (oa) / 48,77 (bp) x 14,03 (oa) / 13,20 (mid) x 5,03 (main deck) / 7,32 (to upper deck) m. Draft 6,37 m max. Tonnage: 1.152 grt – 272 nrt. Diesel-electric

propulsion. Main engines: 4x 7 cil. Ruston 7-VEBCZ each 920 kW. 4x electric motors each 552 kW. Total output: 3.680 bhp. Fitted with 35-tonne towing winch and tow hook, salvage pumps and diving gear. Fifi capability (2 monitors). In mid-1980s equipped with pollution control gear. Bollard pull: 25 tonnes astern, 35 tonnes ahead. Twin screw. Crew: 30, later reduced to 17. Contract speed: 13 knots.

History

1963-01: *Perkun* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1993: sold to Kalmak Shipping (Indian shipbreakers). Passed Suez 17 March 1993 bound initially for Karachi. Handed to breakers at Bahrain. Scrap temporarily postponed. 1994: sold as *Sapphire N.M.* to Gulf Development Corp E.C., San Lorenzo (Honduras). Manager: Abdulla Ahmed Nass Group, Riyadh. 1995-06-12 beached at Gadani Beach, Pakistan. Demolished by Star Copper Corp.

KRAB (1971-xxxx)

Self-propelled seagoing floating crane. Built: 1971 by Sudostroitelnyy Zavod, Russia. Tonnage: 873 grt. Dimensions: 45,0 x 17,6 m. Draft: 2,7 m. Main engines: 2x 6-cyl. CzN 25/34. Total output 900 bhp at 500 rpm. Diesel-electric propulsion. Speed: 6 knots. Lifting capacity: 60 tonnes / 15 tonnes. Outreach 19,0 - 41,8 m. Currently listed as non-propelled.

History

1971-07: *Polskie Ratownictwo Okretowe* (Polish Ship Salvage Co.), Gdynia.

WIATR (1972-2000)

Rescue / salvage vessel. Built: 1972 by Stocznia Wisla,

Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 21,9 x 5,64 m. Draft 2,35 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 9,5 knots. Bollard pull: 4,0 tonnes. Fitted with 5-tonne tow hook. Equipped with diving compressor, 2 sets of standard diving gear, 2x 60 m³/hr deepwell pumps, 2x 60 m³/hr salvage pumps. Range: 600 nm.

History

1972: *Wiatr* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Station Gdansk. 2000: decommissioned. No further details.

HALNY (1973-1997)

Rescue / salvage vessel. Built: 1973 by Stocznia Wisla, Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 21,9 x 5,64 m. Draft 2,35 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 9,5 knots. Bollard pull: 4,0 tonnes. Fitted with 5-tonne tow hook. Equipped with diving compressor, 2 sets of standard diving gear, 2x 60 m³/hr deepwell pumps, 2x 60 m³/hr salvage pumps. Range: 600 nm.

History

1973: *Halny* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Station Wladyslawowo. 1997: decommissioned, no further details.

MISTRAL (1973-2002)

Rescue / salvage vessel. Built: 1973 by Stocznia Wisla, Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 21,9 x 5,64 m. Draft 2,35 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 9,5 knots. Bollard pull: 4,0 tonnes. Fitted with 5-tonne tow hook. Equipped with diving compressor, 2 sets of standard diving gear, 2x 60 m³/hr deepwell pumps, 2x 60 m³/hr salvage pumps. Range: 600 nm.

History

1973: *Mistral* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Station Dziwnow. 2002: transferred to Morska Sluzba Poszukiwania i Ratownictwa (Maritime Search and Rescue Service). 2007: decommissioned. 2009: spotted as recreational fishing vessel *Scirocco*, homeport Gdynia. 2018-08: spotted at Gdansk as *Scirocco* – unknown owner. No further details.

RAK (1973-xxxx)

Self-propelled seagoing floating crane. Built: 1973 by Sudostroitelnyy Zavod, Russia. Tonnage: 873 grt. Dimensions: 45,0 x 17,6 m. Draft: 2,7 m. Main engines: 2x 6-cyl. CzN 25/34. Total output 900 bhp at 500 rpm. Diesel-electric propulsion. Speed: 6 knots. Lifting capacity: 60 tonnes / 15 tonnes. Outreach 19,0 - 41,8 m.

History

1973: *Polskie Ratownictwo Okretowe* (Polish Ship Salvage Co.), Gdynia.

MONSUN (1974-2000)

Rescue / salvage vessel. Built: 1974 by Stocznia Wisla,



The R-17 class of lifeboat / salvage tugs were later, in 2002, transferred to the new Polish Rescue organisation. The class was built 1970s and operated for PRO in near coastal waters. PASAT or HALNY belonged to the class of 8

photo: brochure Polish Ship Salvage



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TAJFUN, seen here in the Rotterdam Waterway was one of the R-27 class of 'rescue / salvage cruisers'

photo: R. & F. van der Hoek

Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 21,9 x 5,64 m. Draft 2,35 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 9,5 knots. Bollard pull: 4,0 tonnes. Fitted with 5-tonne tow hook. Equipped with diving compressor, 2 sets of standard diving gear, 2x 60 m³/hr deepwell pumps, 2x 60 m³/hr salvage pumps. Range: 600 nm.

History

1974: *Monsun* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Station Leba. 2000: decommissioned, no further details.

ZEFIR (1975-2002)

Rescue / salvage vessel. Built: 1975 by Stocznia Wisla, Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 21,9 x 5,64 m. Draft 2,35 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 9,5 knots. Bollard pull: 4,0 tonnes. Fitted with 5-tonne tow hook. Equipped with diving compressor, 2 sets of standard diving gear, 2x 60 m³/hr deepwell pumps, 2x 60 m³/hr salvage pumps. Range: 600 nm.

History

1975: *Zefir* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Station Darlowo. 2002: transferred to Morska Sluzba Poszukiwania i Ratownictwa (Maritime Search and Rescue Service). 2011: decommissioned. 2013: spotted at Gdynia without alterations. 2015: spotted as *Imoros I*, operator Apol, Gdynia. Refitted as workboat / research vessel with push knee.

PASAT (1975-2002)

Rescue / salvage vessel. Built: 1975 by Stocznia Wisla, Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 21,9 x 5,64 m. Draft 2,35 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 9,5 knots. Bollard pull: 4,0 tonnes. Fitted with 5-tonne tow hook. Equipped with diving compressor, 2 sets of standard diving gear, 2x 60 m³/hr deepwell pumps, 2x 60 m³/hr salvage pumps. Range: 600 nm.

History

1975: *Pasat* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Station Gdynia. 2002: transferred to Morska Sluzba Poszukiwania i Ratownictwa (Maritime Search and Rescue Service). 2002: decommissioned, no further details

CYKLON (1973-1993)

Salvage / rescue cruiser. Built: 1973 by Stocznia "Wisla", Gdansk. Yn: R-27/01. Design: Wisla R-27. Dimensions: 30,28 (oa) / 28,53 (bp) x 8,08 x 3,89 m. Draft 2,89 m. Tonnage: 201 grt - 67 nrt. Main engines: 2x 5-cyl. Cegielski-Sulzer 5-AR-25/30. Total output: 1.200 bhp (883 kW) at 530 rpm. Single screw. Bollard pull: 18 tonnes. Speed: 12,5 knots. Fitted with hydraulic towing winch. Equipped with diving gear, 2x 60m³/hr salvage pumps, 2x electric deepwell pumps resp. 50 and 150 m³/hr. Firefighting: fire pump 150m³/hr at 7 bar, 1x fire monitor. Note: sometimes name spelled as *Zyclon*.

History

1974-12: *Cyklon* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1993: *Agia Varvara* - Nicolas E.

Vernicos Shipping Co. Ltd., Piraeus. 2001: *Agia Varvara* - Sifnos II Naftiki Eteria, Piraeus. Manager: Nicolas E. Vernicos Salvage & Towage Ltd., Piraeus. 2011: scrapped at Aliaga.

HURAGAN (1975-1995)

Salvage / rescue cruiser. Built: 1975 by Stocznia "Wisla", Gdansk. Yn: R-27/01. Design: Wisla R-27. Dimensions: 30,28 (oa) / 28,53 (bp) x 8,08 x 3,89 m. Draft 2,89 m. Tonnage: 201 grt - 67 nrt. Main engines: 2x 5-cyl. Cegielski-Sulzer 5-AR-25/30. Total output: 1.200 bhp (883 kW) at 530 rpm. Single screw. Bollard pull: 18 tonnes. Speed: 12,5 knots. Fitted with hydraulic towing winch. Equipped with diving gear, 2x 60m³/hr salvage pumps, 2x electric deepwell pumps resp. 50 and 150 m³/hr. Firefighting: fire pump 150m³/hr at 7 bar, 1x fire monitor.

History

1975-08: *Huragan* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1995: *Noordzee* - Salvage Company I. & C. Rijn V.o.F., West-Terschelling, The Netherlands. 1998-11-01: *Stine A* - Jens Alfatsen Rederiet, Losning, Denmark. 2001: *Stine A* - Deepsea Oil & Gas Ltd., Nigeria (St. Vincent & Grenadines flag), 2021: still operational.

TAJFUN (1976-1998)

Salvage / rescue cruiser. Built: 1973 by Stocznia "Wisla", Gdansk. Yn: R-27/01. Design: Wisla R-27. Dimensions: 30,28 (oa) / 28,53 (bp) x 8,08 x 3,89 m. Draft 2,89 m. Tonnage: 201 grt - 67 nrt. Main engines: 2x 5-cyl. Cegielski-Sulzer 5-AR-25/30. Total output: 1.200 bhp (883 kW) at 530 rpm. Single screw. Bollard pull: 18 tonnes. Speed: 12,5 knots. Fitted with hydraulic towing winch. Equipped with diving gear, 2x 60m³/hr salvage pumps, 2x electric deepwell pumps resp. 50 and 150 m³/hr. Firefighting: fire pump 150m³/hr at 7 bar, 1x fire monitor.

History

1976: *Tajfun* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1998: *Canute* - Canute Ltd., Farnham.



The salvage / ocean tugs TORNADO (renamed POSEJDON) and NEPTUNIA (pictured) were acquired by PRO almost brand-new
photo: coll. Job van Eijk

2001: *Tajfun* - Marlborough Investments Ltd., Hull. 2002: *Tajfun* - Veltastar Ltd., Kingston-on-Thames. 2003-12-22: Aground in position 39.48 N - 26.07 W. 2007-10: wreck removed.

SZTORM-2 (1976-2011)

Salvage / rescue cruiser. Built: 1973 by Stocznia "Wisla", Gdansk. Yn: R-27/01. Design: Wisla R-27. Dimensions: 30,28 (oa) / 28,53 (bp) x 8,08 x 3,89 m. Draft 2,89 m. Tonnage: 201 grt - 67 nrt. Main engines: 2x 5-cyl. Cegielski-Sulzer 5-AR-25/30. Total output: 1.200 bhp (883 kW) at 530 rpm. Single screw. Bollard pull: 18 tonnes. Speed: 12,5 knots. Fitted with hydraulic towing winch. Equipped with diving gear, 2x 60m³/hr salvage pumps, 2x electric deepwell pumps resp. 50 and 150 m³/hr. Firefighting: fire pump 150m³/hr at 7 bar, 1x fire monitor.

History

1976: *Sztorm-2* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Stationed Świnoujście 1976-1999, Hel 1999-2011. 2011: *Henryk* - Przedsiębiorstwo Robót Kopalnych i Podwodnych (Dredging & Underwater Works), Gdansk. 2026: still operational.

TORNADO (1978-1979)

Ocean salvage tug. Built: 1978 by Yaroslavskiy Sudostroitelnyy Zavod, Yaroslavl. Yn: 209. Design: Purga class. Dimensions: 58,25 (oa) / 54,11 (bp) x 12,68 x 5,01 m. Draft: 4,69 m. Tonnage: 1.074 grt - 237 nrt - Diesel-electric. Main engines: 2x 6-cyl. Sulzer 5-2D-46. Total output: 3.000 bhp at 750 rpm. 2x 300 hp shaft generator. Since approx.1992 listed as 3.500 bhp / 45 ttp. Single screw. Fitted with bowthruster. Speed: 13,2 knots.

History

1978: *Tornado* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1979: *Posejdon* (2) - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2009: *Pantanassa* - Diavlos Pantanassa Inc., Panama. Manager: Diavlos Maritime Co., Piraeus. 2011-12-15: scrapped at Aliaga.

POSEJDON (2) (1979-2009)

Ocean salvage tug. See *Tornado*.

NEPTUNIA (2) (1979-2003)

Ocean salvage tug. Built: 1978 by Yaroslavskiy Sudostroitelnyy Zavod, Yaroslavl. Yn: 212. Keel laid 26-04-1978. Design: Purga class. Dimensions: 58,25 (oa) / 54,11 (bp) x 12,68 x 5,01 m. Draft: 4,69 m. Tonnage: 1.074 grt - 237 nrt. Diesel-electric. Main engines: 2x 6-cyl. Sulzer 5-2D-46. Total output: 3.000 bhp at 750 rpm. 2x 300 hp shaft generator. Since approx.1992 listed as 3.500 bhp / 45 ttp. Single screw. Fitted with bowthruster. Speed: 13,2 knots. Other source: 2x 6-cyl. Kolomna 6-CHN-30/38. Total output: 3.450 bhp. Bollard pull: 40 tonnes.

History

1979-08-23: *Neptunia* (2) - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2003-12: *Neptuniya* - Inflat Universal Co. Ltd, Kerch. In beheer bij: Shakuda Invest Co. Ltd. Kerch. 2017 ??: *Neptunia* - Fesco, Vladivostok 2025: still in service.





*JANTAR (2) seen at Great Yarmouth. She is a former Abeille ocean tug
photo: Paul Gowen*



*CZESLAW II is a former tug that was reconstructed as a pollution-control vessel
photo: Polish Ship Salvage Co*



*PASAT is one of the R-17 class of rescue cruisers. She was transferred in 2002 to the new SAR organisation and the same year decommissioned
photo: Polish Ship Salvage Co.*

MAJA (1980-now)

Self-propelled seagoing floating crane. Built: 1980 by Sevastopolskiy Morskoy Zavod, Sevastopol Russia. Tonnage: 1.874 grt. Dimensions: 55,14 x 17,6 m. Draft: 2,85 m. Main engines: 2x 6-cyl. 6-DG-50M. Total output 2.000 bhp at 750 rpm. Diesel-electric propulsion. Speed: 6 knots. Lifting capacity: 300 tonnes / 100 tonnes. Outreach 18,8 - 47,7 m.

History

1980-09: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia.

JERZY II (1988-200x)

Spill response vessel. Built: 1988 by Stocnia "Utska", Utska, Poland. Yn: B-821/01. Dimensions: 21,99 (oa) x 6,01 (mld) m. Draft: 2,36 m max. Accommodation: 8 berths. Tonnage: 102 grt - 30,6 nrt. Main engines: 2x Delfin-2 SW-680/195. Total output 330 bhp. Twin screw with Kort steering nozzles. Speed: 9 knots. Equipped with oil recovery system, sweeping arms, oil booms, oil recovery tank, skimmer.

History

1988: *Jerzy II* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 200x: *Jerzy* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 200x: decommissioned. No further details.

CZESLAW II (1988-2002)

Spill response vessel. Built: 1988 by Stocnia "Utska", Utska, Poland. Yn: B-821/01. Dimensions: 21,99 (oa) x 6,01 (mld) m. Draft: 2,36 m max. Accommodation: 8 berths. Tonnage: 102 grt - 30,6 nrt. Main engines: 2x Delfin-2 SW-680/195. Total output 330 bhp. Twin screw with Kort steering nozzles. Speed: 9 knots. Equipped with oil recovery system, sweeping arms, oil booms, oil recovery tank, skimmer.

History

1988: *Czeslaw II* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2002? transferred to Morska Sluzba Poszukiwania i Ratownictwa (Maritime Search and Rescue Service), (SAR). 2026 still in service, reportedly as spill control / diving support vessel.

BALTIC AMBER (1990-1994)

Anchorhandling ocean tug. Built: 1975 by Scheepswerf Bodewes Bergum B.V., Bergum. Yn: 174. Dimensions: 45,73 (oa) / 38,51 (bp) x 10,60 x 4,86 m. Draft: 4,39 m. Tonnage: 492 grt. Main engine: 2x 12-cyl. Atlas-Mak 12M-453-AK. Total output: 8.000 bhp (5.884 kW). Twin screw. Bollard pull: 92 tonnes. Speed: 13 knots.

History

1975: *Odin Salvator* - Odin Salvator I/A/S - Salvator North Sea Tugs, Bergen. Manager: Norsk Bjergningskompagni A/S, Bergen. 1980: *Odin II* - Odinvest Associates LP, Panama. Manager: N.R. Bugge A/S, Bergen. 1981: *Canmar Tugger II* - Dome Petroleum Ltd., Vancouver. Manager: Canadian Marine Drilling Ltd., Calgary. 1990: *Baltic Amber* - Jewel Shipping Co. Ltd., Limassol, Cyprus. Manager: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 1994: *Gal Amber Sea* - GAL Offshore Services Ltd., Bombay. 1995-08-03: Sunk in position 19.03 N - 61.25 E.

SZKVAL (1992-1998)

Rescue vessel. Built: 1974 by Stocnia Wisla, Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 20,92 x 5,20 m. Draft 1,60 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 8 knots. This unit was a pure rescue vessel without any towing / salvage capability.

History

1974: *Arkona (2)* - DDR lifeboat organisation, station Sassnitz. 1992: *Szkwal (2)* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia., station Kolobrzeg. 1998: decommissioned. Reportedly in 2024 in use as diving support vessel *Kwazar*.

POWIEW (1993-2002)

Rescue vessel. Built: 1974 by Stocnia Wisla, Gdansk. Design: Wisla R-17 class. Tonnage: 67,8 grt. Dimensions: 20,92 x 5,20 m. Draft 1,60 m. Main engines: 2x Wola-Henschel 34-H-6A. Total output: 420 bhp at 1.600 rpm. Speed: 8 knots. This unit was a pure rescue vessel without any towing / salvage capability.

History

1974: *Stoltera* - DDR lifeboat organisation, station Sassnitz. 1993: *Powiew* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia, station Ustka. 2002: transferred

to Morska Sluzba Poszukiwania i Ratownictwa (Maritime Search and Rescue Service). 2011: decommissioned. No further details.

KAPITAN POINC (1996-2006?)

ETV salvage tug / pollution control vessel. Built: 1993 by Stocnia Polnocna im. Bohaterow Westerplatte, Gdansk (hull only) and P.T. "Dorra", Gdynia under licence to Damen Shipyards, Gorinchem, The Netherlands. Yn: B-826/01. Design: Damen Shipyards. Delivered: 17-1-1996. Dimensions: 53,50 (oa) / 48,00 (bp) x 13,85 (oa) / 13,00 (mld) x 6,00 m. Draft: 4,75 m. Tonnage: 1.100 grt - 1.000 dwt. at max draft. Main engines: 2x 12-cyl. Deutz SBV-12M-628. Total output: 5.440 bhp (4.000 kW). Twin Lips c/p propellers in fixed Kort nozzles. Fitted with 350 kW bow thruster. 13 knots. Fitted with 60-tonne towing winch, FiFi-1, oil booms, oil recovery gear, recovered oil tanks, etc.

History

1996: *Kapitan Poinc* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Post 2004 / pre 2007: *Kapitan Poinc* - Morska Sluzba Poszukiwania i Ratownictwa (Maritime Search and Rescue Service) - Gdynia. 2026: still in service.

ENGLISHMAN (1995-2011)

Anchorhandling tug / supply vessel. Built: 1975 by Elsflether Werft A.G., Elsflath. Yn: 392. Launched: 09-04-1975. Dimensions: 70,16 (oa) / 61,83 (bp) x 14,03 x 7,22 m. Draft: 6,27 m. Tonnage: 1.782 grt - 535 nrt. Main engines: 2x 8-cyl. Atlas-Mak 8M-551-AK. Total output: 9.460 bhp (6.958 kW) at 425 rpm. Twin screw in nozzles. Fitted with bow thruster. Bollard pull: 132 tonnes. Speed: 14 knots.



The 1980-built seagoing floating crane MAJA is still in the PRO-fleet. Polish Ship Salvage has always had floating cranes in their fleet photo: brochure Polish Ship Salvage

History

1975: *OSA 1301 - Schepelsturm* - Deutsche Dampfschiffahrt Gesellschaft Hansa A.G., Bremen. Manager: OSA Marine Services GmbH, Bremen. 1981: *OSA 1301 - Schepelsturm* - Versorgungsschiff Verwaltung GmbH, Hamburg. 1993: *Schepelsturm* - VTG Supply Boat Liberia Inc., Monrovia. Manager: OIL Ltd., Monrovia. 1995: *Englishman (1)* - Paragon Offshore Ltd, Nassau. Manager: Specialist Marine Services Ltd., Hessele (U.K. agent of Polish Ship Salvage). 2004: *Englishman* - Paragon Offshore Ltd., Nassau. Manager:



ENGLISHMAN was operated for 16 years by PRO mainly on distance towing

photo: Ruud Zegwaard



KORAL was built for service to the offshore industry for Norwegian operator Simon Mokster. She saw service as anchorhandling tug, terminal tug and deepsea tug / barge unit prior to taken up by PRO. Seen here 26-9-2002 at Rotterdam photo: Job van Eijk



Some of the tows and salvage operations carried out by Polish Ship Salvage's deepsea tugs and icebreakers in the heydays of the company

It must be remembered that all Polish shipping was Government-owned so Polish Ship Salvage had exclusive rights to salvage and towage of Polish ships at home and abroad. The first tugs were operating mainly along the coast and the southern Baltic. *Swiatowid* in the off-season was regularly used as a distance towing tug. In the 1970's she regularly appeared in Europe. An exception was the September 1976 tow of two pontoons from Plymouth to Tripoli over a distance of around 2.100 nm.

Swarozyc on the other hand was an ice-strengthened salvage tug. All her salvage work was in the southern Baltic close to home but she was also tasked to work in the North Sea in support of the Polish fishing fleet. As explained elsewhere the first long distance to by a Polish tug was that of the dredger *Lady Bourdillon* over some 4.400 nm from Nigeria to Hamburg. In the 1970s longer tows were performed around the 1.000 nm and greater distances. In July, 1973, she towed the hull of *Major Sucharski* from Viana do Castelo (Portugal) to Gdynia of some 1.800 nm.

The same year – 1973 – the tug took two pontoons over a distance of some 3.200 nm from Gdansk to Tripoli in the Mediterranean. A year later another long-distance tow was that of a fish processing plant from Halifax to Gdynia, nearly 4.000 nm. In February, 1976, she towed a 55.000 tons floating dock Gdansk - Göteborg jointly with the ocean tugs *Jantar* and *Koral* and the Navy rescue ship *Piast* – a 3.600 hp salvage vessel / tug. The icebreaker / tug *Perkun* like *Swiatowid* did all its salvage work in the southern Baltic, mainly on the Polish coast. As far as towing is concerned she did quite a number of long distance tows. In mid-1971 she towed the bow section of *P.W. Thirtle* from Norfolk to Piraeus over nearly 5.000 nm. Next she picked up *Dimitrios* in Cadiz for a tow to Szczecin over 2.200 nm. A month later the powers-that-be decided *Dimitrios* had to be towed to Antwerp, adding another 900 nm to the trip. The following years she was spotted at places like Port de Bouc (France), New Orleans, Orange (USA), Santander, Braila, Tripoli, Barcelona, etc. At the end of 1986 she towed – together with *Posejdon*, *Neptunia*



JANTAR at Famagusta with dredging equipment, either in 1962 or 1965

photo: Waldemara Danielewicz

and the WUZ (Port of Gdansk) coastal tugs *Ares* and *Amon* – a 33.000 tons floating dock Blexen to Gdansk.

Koral and *Jantar* were the true deepsea salvage tugs in the fleet for some 30 years. *Koral* did a number of salvage jobs from her home port in between distance towing work. The first so was the 1959 refloating of *Theodore N. Vlassopoulos* aground near Gdansk. For this job she was assisted by the port authority tug *Atlas* and the rescue boat *Bryza*. At the start of 1979 she was instrumental in the refloating of the chemical tanker *Anna Broere* aground near Karwia. This operation also involved *Tumak*, *Posejdon* and the rescue vessels *Halny* and *Pasat*. In addition, two landing craft were used. A job on the Moroccan coast in early 1980 involved the refloating of *Clamor Schulte*, together with the tug *Neptunia*. To enable the ship to float free *Koral* used her propeller to 'dredge' a channel to deeper water.

Towage took the sisters all over the world. *Koral* performed a number of double tows from the U.S. to the European scrapyards. In the 1960s the tug and her tow(s) was spotted at, a.o. Helsinki, Antwerp, Port Said, Beaumont (USA), Famagusta, Piraeus, Gibraltar, Sabine Pass (USA), Constanza, Maracaibo (Venezuela), Galatz (Rumania), Kingston (Jamaica), Sevilla, Quebec, Port of Spain, Jacksonville (USA), Montevideo, Rio de Janeiro and La Spezia, to name but a few. The longest tow over this period was over a distance of 12.000 nm from Szczecin to Jakarta, Indonesia, with two landing craft. The same pattern continued in later years. Her final tows were scrap vessels. *Ciudad de Cucta* (Cartagena to Kaoshiung, 10.000 nm)

and *Song Hong 1* (Singapore to Alang). The tug stayed at Alang to be broken up.

Sister *Jantar* was likewise engaged in a number of salvage operations – mainly refloating – near home. For instance, in November 1978 a 2-day refloating job was that of *Wyka* which had grounded off Hel. Other PRO vessels involved were the rescue boats *R-2*, *Bryza*, *Alga* and *RC-1*. In 1998 a three-week operation freed *Elizabeth K* from the shallows off Lubiatowo. Other PRO vessels on scene were *Posejdon*, *Tumak* and the rescue / tugs *Huragan* and *Monsun*.

In 1961 and 1962 *Jantar* delivered tows from Poland to Surabaya and Jakarta respectively. In 1972 she made four Atlantic crossings with double tows from Norfolk (USA) to the European scrap yards. From half 1976 to the end of 1977 she busied herself with 10 tows of the pontoon *TEO 336-1* and 2 tows with the pontoon *Sea Camel 11*. This brought the tug and her charge to Ceuta, Damman, Chaina (Bay of Bengal), Kobe, Tokyo, Balboa, Lazaro Cardenas, Tripoli, Haugesund, Antifer (France), Lagos, Southampton and Rotterdam. Scrap tows were dominant in the second half of 1987 when four 'lakers' went to the scrapyards. *Meldrum Bay* (18.000 dwt) and *Peter A.B. Widener* (12.000 dwt) required two Atlantic crossings Quebec to Lisbon, while *Benson Ford* (13.000 dwt) and *T.W. Robinson* (13.000 dwt) were a double tow Quebec to Recife.

The above are some of the examples of the hundreds of distance tows carried out by the PRO tugs (and icebreakers). This in addition to numerous salvages albeit that most of the latter were located in the Baltic area.

Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2011: ?????. 2018: *Ayda* - Silver Ocean Trace Sdn Bhd, Kuala Lumpur, Malaysia. 2026: still operational.

KORAL (2) (1998-2010)

Ocean tug. Built: 1976 by Hasund, Smie & Sveiseverk, Ulsteinvik, Norway. Yn: 19. Keel laid: 01-10-1975. Launched: 01-04-1976. Vessel completed by A/S Liaaen, Aalesund (Yn: 125). Dimensions: 36,71 (oa) / 30,97 (bp) x 10,06 x 5,80 m. Draft: 5,10 m. Tonnage: 481 grt - 144 nrt. Main engines: 2x 12-cyl. Alco 12V-251F. Total output: 4.400 bhp (3.236 kW). Note: other source: 5.350 bhp. Twin screw. Bollard pull: 62 tonnes. Speed: 13,9 knots.

History

1976-09-01: *Stril Power* - I/S Cesit, Stavanger. Manager: Simon Mokster Shipping A/S, Stavanger. 1986-09-11: *Bulbai* - Wijsmuller International BV charter for service at Isla Refinery Bullen Bay, Curacao, operator Leeward Terminal Tug Services. 1987-03-11: contract cancelled - returned to owner and renamed *Stril Power* - Simon Mokster. 1994: *Rosscan Power* - Rosscan Power Co.Ltd. - Limassol (Ferm International Ship Management, Skarhamn). Note: other source: Edina Shipping Co. Ltd. 1995: *Rosscan Power*: refitted for deepsea pushing. 1998: *Koral (2)* - Big Shipping Ltd., Valletta, Malta. Manager: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2010: *Koral* - Oromare SpA., Genua. Reconstructed as oil-recovery / salvage ship. 20xx: *Koral* - Tecnologie Maritime Srl - Fiumicino (Italy). 2026: still operational.

JERZY (200x-200x)

Spill response vessel, former tug. See *Jerzy II*.

JANTAR (2) (2001-2009)

Ocean tug. Built: 1979 by Ateliers & Chantiers de la Manche, Dieppe. Yn: 1271. Launched: 17-01-1979. Dimensions: 43,74 (oa) / 40,01 (bp) x 11,82 x 5,44 m. Draft: 4,71 m. Tonnage: 668 grt - 200mn nrt. Main engines: 2x 6-cyl. Pielstick 6PA-6L280. Total output: 4.800 bhp (3.530 kW). Single screw. Speed: 14,5 knots.

History

1979-07: *Abeille Bretagne* - G7 S.A. (Société de Remorquage et de Sauvetage "Les Abeilles"), Le Havre. 1996: *Abeille Bretagne* - Société de Remorquage et de Sauvetage "Les Abeilles", Le Havre. Manager: Les Abeilles International S.A., Le Havre. 1996: *Pacific Salvor* - Pacific Towing Pty Ltd., New Guinea. 2001: *Jantar (2)* - Promas Shipping Ltd., Valletta. In beheer bij: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2009: *Spartan* - Gigilinis Salvage & Towage S.A., Thessaloniki, Greece. 2017-07-06: *Lucky Star* - Laki Star Maritime Co., Alexandroupolis. Manager: Tugs Chatzigavril Maritime Co., Alexandroupolis. 2022-09: *Thiseas* - unknown owner - flag Belize. 2023-08: *H. Seas* - unknown owner, Togo flag.

AMBER II (2007-now)

Anchorhandling tug. Built: 2007 by Guangdong Jiangmen Shipyard Co. Ltd., Jiangmen (Yn: 10030813) (South China Shipbuilding Holdings (HK) Ltd, Jiangmen. Yn: GMG-0514). Keel laid: 04-07-2006. Launched: 01-10-2007. Dimensions:



The 51-tbp AMBER II is part of the current fleet seen here 29 July, 2019, off Hoek van Holland

photo: Hans Hoffmann

48,00 (oa) / 42,80 (bp) x 13,20 x 5,20 m. Draft: 4,50 m. Tonnage: 975 GT - 292 NT. Main engines: 2x 16-cyl. Caterpillar 3516-B-HD. Total output: 5.150 bhp (3.788 kW) at 1.600 rpm / 5.222 bhp (3.840 kW) at 1.925 rpm. Twin c/p screw in nozzles. Fitted with bow thruster. Bollard pull: 61 tonnes. Firefighting: FiFi-I standard. Speed: 12 knots.

History

2007-12-26: *Amber II* - Amber Navigation Co. Ltd., Gdynia. Manager: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Malta flag.

AGAT (2008-2017)

Anchorhandling tug / supply vessel. Built: 1985 by Brodogadiliste Jozo Lozovina Mosor (Brodotrogir), Trogir. Yn: 187. Keel laid: 28-03-1983. Launched: 21-03-1984. Dimensions: 66,65 (oa) / 56,93 (bp) x 14,91 x 7,01 m. Draft: 5,20 m. Tonnage: 1780 GT - 569 NT. Main engines: 2x 6-cyl. Pielstick-Jugoturbina 6PA-6L280. Total output: 8.640 bhp (6.355 kW). Twin screw in nozzles. Fitted with bow- and stern thruster. Bollard pull: 90 tonnes. Speed: 16 knots.

History

1985-08-07: *Brodospas 42* - Brodospas Poduzece ze Offshore Teglenje i Spasavanje, Split. 1991: *S.P. 11* - Brodospas Poduzece ze Offshore Teglenje i Spasavanje, Split. 1991: *Sun Supporter* - Eide Shipping A/S., Bergen. 1992: *Sun Supporter* - Rovide Shipping (Petter Knardal A/S), Rovide. 1992: *Ocean Knarr* - Ocean Knarr A/S., Aalesund. 1997: *Ocean Knarr* - Knarr A/S., Aalesund. 1999: *Ocean Knarr* - Rovide Supply A/S., Rovide. Manager: Rovide

Shipping A/S., Rovide. 2008: *Agat* - Amber Navigation Co. Ltd., Valetta. Manager: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. 2017-03: *Agat Zejt III* - Zejt Marine Services II Ltd., Mriehel, Birkirkara, Malta. Manager: Zejt Marine Services Ltd., Mriehel, Birkirkara. 2018: *Aras Salvor* - Aras Salvage Enkaz Kadirma, Istanbul. 2026: still operational.

OPAL (2009-now)

Anchorhandling tug / supply vessel. Built: 2009 by Fujian Southeast Shipyard, Fuzhou, China. Yn: H887C. Keel laid: 18-10-2008. Launched: 12-01-2009. Dimensions: 59,25 (oa) / 52,20 (bp) x 14,95 x 6,10 m. Draft: 5 m. Tonnage: 1.678 GT - 503 NT. Main engines: 2x 16-cyl. Caterpillar 3516-B-HD. Total output: 5.150 bhp. (3.788 kW) at 1.600 rpm. Twin c/p propeller. Firefighting: FiFi I standard. Fitted with bow thruster. Bollard pull: 66 tonnes.

History

2009-03-30: *Jaya Achiever* - Airiya Jaya Marine (S) Pte. Ltd., Singapore. 2009-10: *Jaya Achiever* - Jaya Offshore Pte. Ltd., Singapore. 2009-12: *Opal* - Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Flag: Malta.

ONYX (2015-now)

Anchorhandling tug / supply vessel. Built: 2015 by Xin Yue Feng Shipyard Ltd, Jiangmen, China. Yn: XYF-118. Keel laid: 15-4-2014. Launched: 11-4-2015. Dimensions: 63 (oa) / 58,6 (bp) x 15,8 x 6,5 m. Draft: 5,1 m. Tonnage: 1.992 GT - 597 NT. Main engines: 2x 16-cyl. Caterpillar 3516-C. Total output: 5.150 bhp (3.788 kW) at 1.600rpm. Twin c/p propellers. Fitted with 2x bow thruster, 1x stern thruster. Bollard pull: 65 tonnes. Firefighting to FiFi-I standard.

History

2015-07: *Onyx* - Big Shipping Ltd. Manager: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Flag: Malta.



ONYX seen here on 17 May, 2016, was acquired direct from the builders in China

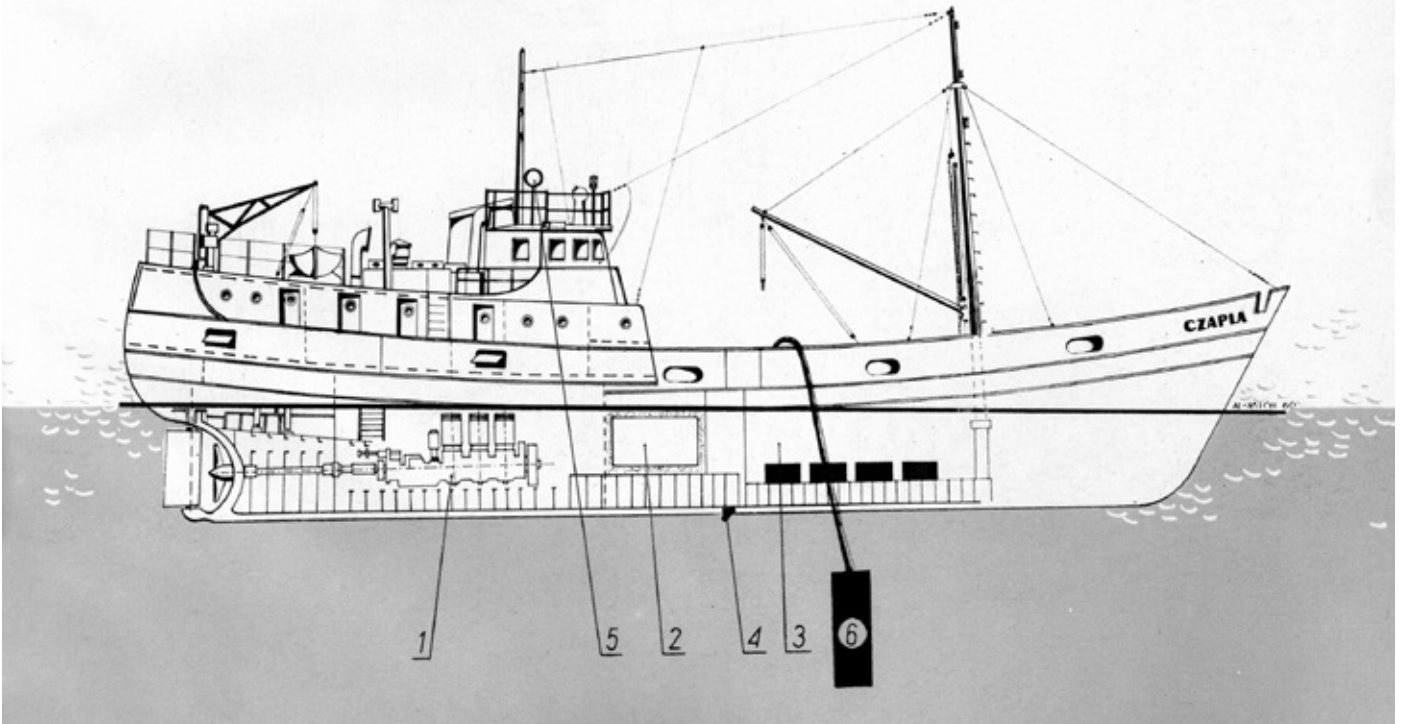
photo: Hans Hoffmann



Inspection boat "CZAPLA"

1. MAIN ENGINE
2. REFRIGERATING ROOM
3. COMPRESSORS, PUMPS, WELDING & CUTTING APPARATUS, BATICAF, DECOMPRESSION CHAMBER.
4. LODAR
5. D. F. AERIAL
6. UNDERWATER TELEVISION CAMERA

The m. t. "CZAPLA"
equipped with apparatus
for search and location of wrecks



Wreck location / diving support vessel CZAPLA

drawing: Polish Ship Salvage Co



KORAL (ex EOL)

photo: Skyfotos/Fotoflite



In 1960 in addition to the vessels mentioned in the fleetlist POLRATOK also listed the following smaller vessels, of which details and histories are scarce. Any updates welcome via tugdoc@upcmail.nl

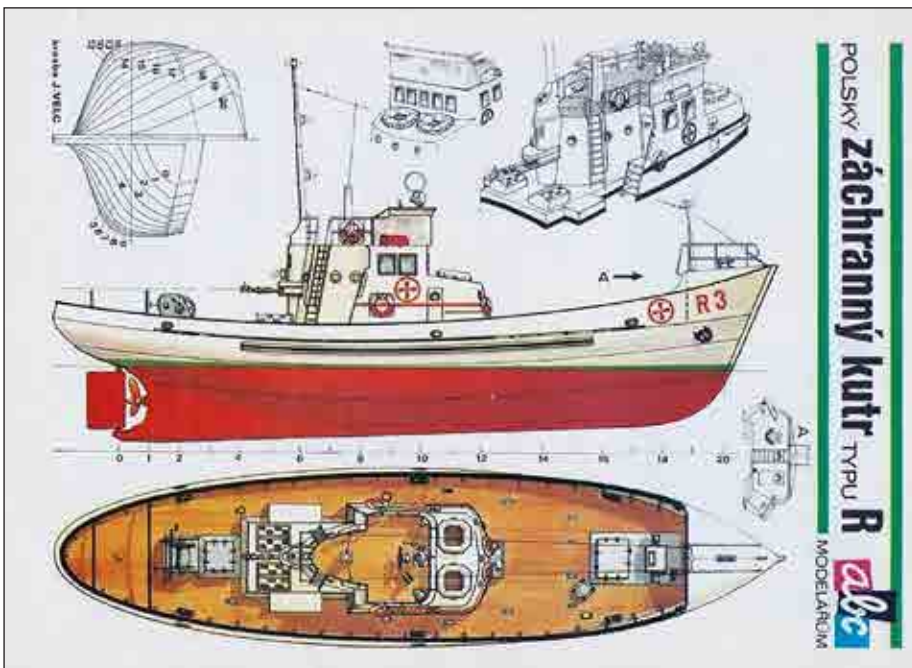


R-1 was one of a series of 4 lifeboats with towing capability

photo: coll. Job van Eijk

KRYSTYNA and **WYDRA** were described as salvage boats without any further details.

At the same time a 150 hp **ELZUNIA** is listed without further reference to



The R-3 lifeboat was subject of a cardboard model published in Poland

artwork: coll Job van Eijk

its purpose. Around 1970, however, a **KRYSTYNA** and **ELZUNIA** (sisters) were described as lifeboats. A photo shows one displaying the colours and markings of a rescue boat. They may be, in fact, the same vessels which swapped function from salvage / communication vessels to lifeboat or vice-versa.

RC-1, RC-2 and RC-3 are listed as salvage boats with an output of 50 hp. No pictures have been found. Even so, the 'R' may indicate 'Rescue' so perhaps a double function as in those years the difference between 'rescue' and 'salvage' was rather vague.

No such mistake can be made with **R-1, R-2, R-3 and R-4**. These were described as rescue- and salvage cruisers, in fact lifeboats of 79 grt - 21 nrt with engine output of 310 bhp, a speed of 10 knots and a range of 1.500 nm. They had definitely towage capability and they may have carried limited salvage gear.

Again there is no mistake in **MUSZLA, PERLA, ALGA** and **KONCHA** which are described as self-righting lifeboats. Dimensions are 15,04 (oa) x 4,31 (mld) m. Draft: 1,20 m. Engine output 216 bhp. Twin screw. Speed 8 knots. Range 140 nm.

Photos of **SZTORM** again show the markings of a rescue vessel. 46 grt, 10 nrt, an engine output of 150 hp. And dimensions of 18,72 (oa) x 5,62 (oa) m. Sistership is **SZKWAL**. These vessels look like motor-sailers with two masts fitted with sails.

MORKA, BRYZA, BOBR and **KUNA** were also listed in the 1960's. The first two with an engine output of 164 hp, the latter two with an output of 150 hp. Function was not listed so they may have been salvage vessels. Around 1970 *Bobr* was no longer listed but the three other names were attached to fishing-cutter type salvage vessels fitted for diving work. The 150 hp *Kuna* was also fitted for 'explosive work at sea'.





R-1 was depicted on a series of stamps issued in 1971 with the subject Polish Ships stamp: coll. Job van Eijk

In the 1960's a salvage barge **BZ** appeared in the lists without further details. Likewise **KRAB** was listed as a salvage pontoon but which in fact may have been a stripped-down former tug.

In the 1960's three unnamed floating cranes were also listed. These appear to have been derrick-type cranes while at least one appears to have been a barge fitted with a revolving crane. These were gone by the 1970's and replaced by barge-mounted revolving cranes. Apart from the cranes the company in the 1960s owned some 35 lifting pontoons (camels): 10 x 500 tonnes, 10 x 250 tonnes and 15 x 80 tonnes lifting capacity.



SZTORM was a motor-sailer also enlisted in the rescue service

photo: Polish Ship Salvage Co



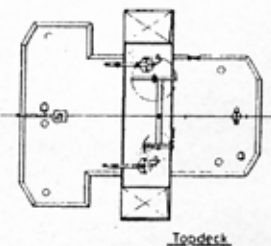
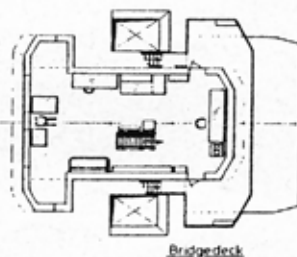
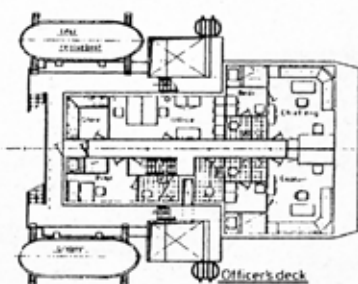
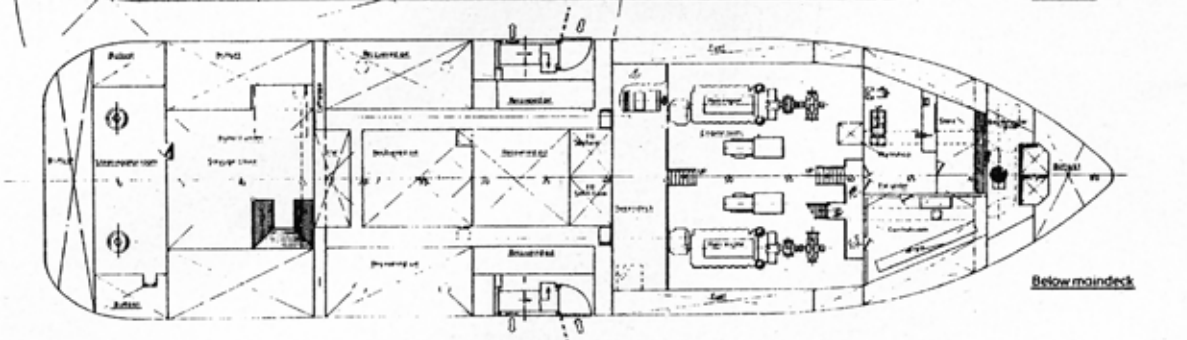
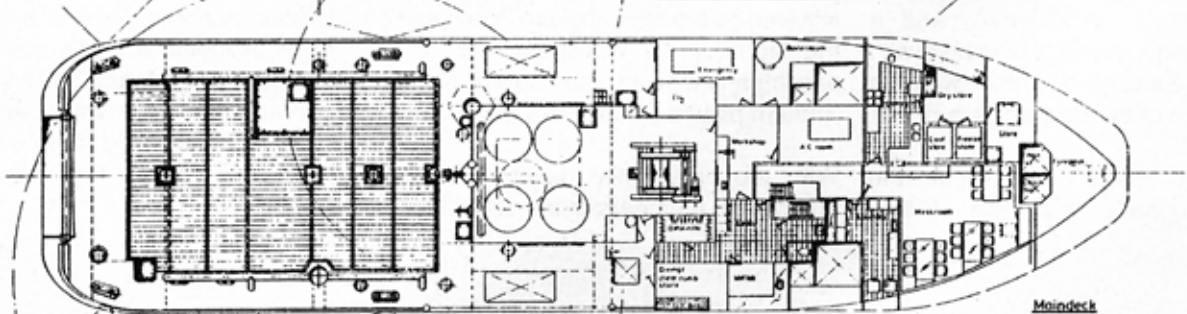
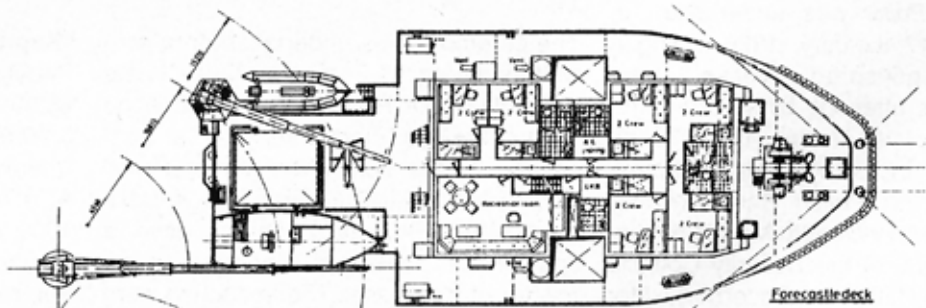
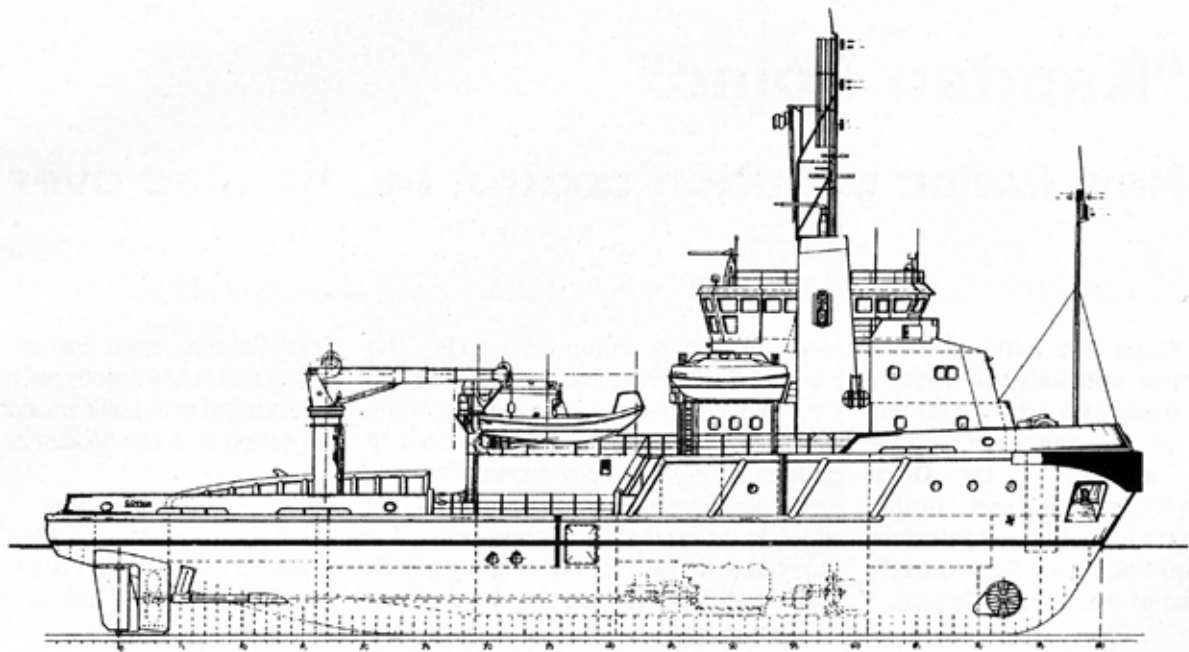
Unidentified salvage vessel - any details appreciated



Elzunia

photo: coll. Job van Eijk







BALTIC AMBER, seen here at Rotterdam, was - in 1992 - the first offshore tug in the fleet of Polish Ship Salvage marking the beginning of fleet renewal and extension of the deepsea towing portfolio. BALTIC AMBER was built in 1975 by Bodewes at Bergum, The Netherlands. She was one of a series of four anchorhandling tugs operated by Norsk Bjergning, a traditional deepsea towage and salvage company that wanted to enter the offshore market. The entire class of four were over their lifetime owned by strings of owners. The 8.000 bhp / 92 tpb BALTIC AMBER was built as ODIN SALVATOR, owned by Salvator Marine with Norsk Bjergning as the operator. 1979 to Odinvest (operator Bugge Supply) as ODIN II. 1982 to Dome Petroleum Canada (Canadian Marine Drilling) as CANMAR TUGGER II. From 1988 the owners placed the tug in the open market, managed by British operator United Towing. 1990 to Polish Ship Salvage as BALTIC AMBER. Cyprus flag. 1994 transferred to Panama flag and sold to Indian GAL Offshore Services, Bombay, as GAL AMBER SEA. Sunk 3 August, 1995

photo: Job van Eijk