



**Damen has also won an order from Danish public transport group Arriva Danmark for two additional port passenger ferries of type Damen Ferries 2306E3.** | The type is 23.3m long and carries 80 passengers. Arriva Danmark has extended the requirements of its contract with Damen Shipyards Group in order to account for longer ferry routes in the city of Copenhagen. Arriva originally contracted Damen to deliver five fully-electric Damen Ferry 2306 E3 vessels to cover passenger routes in the central metropolitan area of Copenhagen. Since agreement of the contract in July 2018, Danish public transport agency Movia has extended the intended routes of its ferry service to the port area by roughly 50%. To provide a fully-integrated system, Damen representatives spent ample time analysing the conditions in which the ferries would operate, and the demands placed on them in their operation. The vessels needed to fit in with the existing service currently in place, without requiring adaptation on the side of the service operator. Damen conducted extensive studies into numerous contributing variables including requirements for the vessels' environmental performance, cost-efficiency, continuity with the existing transport framework, optimal passenger experience and reliability. The E-Cross ferries are zero-emissions vessels with high manoeuvrability, low maintenance and modular deck arrangements. The first five vessels in this project will be delivered according to the previous contract, with the two additional vessels delivered in May 2020. Contact: see above

**NORWAY** **Norwegian shipowner Arriva Shipping said it has ordered a dry cargo freighter of 8500dwt from an unnamed yard in China.** | The new building will be 120m long and will be based upon the MDC 1309 Ecolution design. It will be Arriva's first newbuilding. The vessel will be operated in the self-loading/dis-charging segment in North European trades. The ship will be equipped and completed in Norway. It is scheduled to be delivered from the yard within the second half of 2020, said Arriva Shipping Managing Director Mr Sindre Matre. The design has been developed in close collaboration with Marine Design & Consulting AS in Bergen, Norway. Technical specification includes innovative and sustainable solutions with a strong focus on the Energy Efficiency Design Index and the present and possible future environmental requirements, such as large battery packs that enables the vessel to enter harbours, berth/unberth, and sail emission free. Contact: Mr Sindre Matre, The Managing Director, Arriva Shipping AS, PO Box 133, N-5588 Olen, Norway. Tel. ++47 901 15 890. Email [sindre@arrivashipping.no](mailto:sindre@arrivashipping.no) Web [www.arrivashipping.no](http://www.arrivashipping.no)

**RUSSIA** **Russia's United Shipbuilding Corporation (USC) has been awarded a contract for a small research vessel to be operated by Sevastopol State University in Crimea.** | The vessel, which will be named Pioneer-M, will be utilised for marine biological research in coastal areas. Construction will take place at USC subsidiary Zvezdochka Shipyard. Contact: Zvezdochka Shipyard JSC, 12 Mashinostroiteley Passage, Severodvinsk, Arkhangelsk Region, Russia 164500. Tel. ++7 818 427 02 97. Fax ++7 818 427 28 50. Email [info@star.ru](mailto:info@star.ru) Web [www.star.ru](http://www.star.ru)

**Russia's United Shipbuilding Corporation (USC) intends to expand its construction of merchant ships with passenger cruise vessels, passenger and freight ferries and luxury yachts in focus.**

So said the head of the USC's department of technical development Mr Sergei Lyashenko, speaking at the Krasnoyarsk Economic Forum. USC is planning to design and build more passenger and fishing boats, cargo ships, oil platforms and cruise liners, he said, adding that it is already producing some vessels in these areas. "From the results of an analysis carried out in the Russian regions, we can say that inland waterways passenger ships for 30-50 people are most in demand. There is also interest in inland waterways and coastal vessels for 100 to 200 passengers; they can be used as pleasure ships. For instance, work with the government of Sevastopol is underway, we are preparing a proposal for them. It is all in the negotiating stage for now," Lyashenko said. The company is also planning to build passenger and freight ferries for 400 to 600 people and for smaller numbers. "An extra task we are setting ourselves is building ships for people in business who have achieved it all: we are offering a luxury superyacht for recreation. This is also an interesting area that will also include interesting solutions," Lyashenko added: "We thought hard about this question: what, after all, are consumers for whom we can manufacture products interested in? We can bring the USC to a new level if we just find out what and for which segments we are manufacturing. The river transport market is pretty big, it has both cargo and passengers." The USC is developing a new design concept for civilian ships with a uniform look and based on a shared modular platform. It is planning to develop its own products rather than building ships based on other yards' designs. Contact: Mr Aleksey Rakhmanov, The President, Objednennaya Sudostroitelnaya Korporatsiya – OSK (United Shipbuilding Corporation - USC), Office in St Petersburg: 90 Marata Street, St Petersburg, 191119, Russia. Tel. ++7 812 49 41 742. Fax ++7 812 49 41 743. Email [info@oaosk.ru](mailto:info@oaosk.ru) Office in Moscow: 11 Sadovaya-Kudrinskaya Street, Moscow, 123242, Russia. Tel. ++7 495 61 733 00. Fax ++7 495 61 734 00. Email [info@oaosk.ru](mailto:info@oaosk.ru) Web [www.oaosk.ru](http://www.oaosk.ru)

## UNITED KINGDOM

**British shipbuilder Wight Shipyard has been appointed to develop a new type of explorer yachts for yacht builder Arksen.** | The work will be undertaken in Humphreys Yacht Design (exterior concepts) and Design Unlimited (interior concepts). Arksen is developing and building a new range of semi-autonomous, hybrid explorer yachts capable of operating inaccessible corners of the world's oceans. The type will also aim to have the least possible impact on the environment. Arksen first aims to develop a semi-autonomous, hybrid explorer concept yacht. Arksen 85 will be the first in build with tank testing having already begun. The team is hoping for a summer 2019 start date for construction with a ten-month build schedule. Contact: Wight Shipyard Co, Suite N, Medina Chambers, Town Quay, Southampton SO14 2AQ, United Kingdom. Tel. ++44 23 80 20 65 91. Web [www.wightshipyard.com](http://www.wightshipyard.com)

## ASIA

## CHINA

**China's Hudong-Zhonghua Shipbuilding company and classification society DNV GL have signed an agreement for the joint development of the world's biggest liquefied natural gas (LNG) tanker, the Chinese yard said.** | The agreement was signed on the sidelines of the 19th International Conference and Exhibition on Liquefied Natural Gas in Shanghai (LNG2019). The precise schedule for the tanker's construction is not clear, but the parties agreed to prepare technical documents on the project by the end of next year. The tanker is expected to transport up to 270,000cu.m of LNG. Additionally, the shipyard also signed a deal with DNV GL to class a 15,000-TEU container vessel conversion to LNG propulsion. In February 2019, Hudong Zhonghua won the first LNG power system conversion order for large-sized container vessel from German shipping company Hapag-Lloyd. Contact: Hudong-Zhonghua Shipbuilding (Group) Co., 2851 pudong dadao Shanghai 200129, China. Tel. ++86 21 58 71 32 22. Fax ++86 21 587 12 603. Email [bmd@hz-shipgroup.com](mailto:bmd@hz-shipgroup.com) Web [www.hz-shipgroup.com](http://www.hz-shipgroup.com)

**Swedish shipping company Furetank Rederi AB said it has signed a contract for one 17,999 dwt dual fuel product tanker at China's Avic Dingheng Shipbuilding.** | The agreement with the yard includes an option for one further vessel. The new vessel will be identical with the series of six sister ships built by Avic Dingheng Shipbuilding for Furetank Rederi AB, Rederi AB Älvtank and Erik Thun AB during 2018-2019. All vessels are designed with special focus on minimal impact on the environment and have dual-fuel capability, run on LNG and has several features that reduce fuel and energy consumption resulting in extensively lower emissions of CO<sub>2</sub>, SOx, NOx and particles. The design has ice class 1A, a cargo capacity of 20,306cu.m in 12 epoxy-coated cargo tanks and an efficient cargo handling system with a flexible cargo pump and line arrangement. This aims to ensure safe and efficient cargo operations with reduced port-turnaround time. The vessel is scheduled to be delivered in the fourth quarter of 2020. Contact: Mr Lars Höglund, The chief executive officer, Furetank Rederi AB, Tel. ++46 705 74 96 41 or ++46 31 97 32 74. Email [lars.hoglund@furetank.se](mailto:lars.hoglund@furetank.se) Contact: Avic Dingheng Shipbuilding Co. Ltd, No.1 Zhonghang Road, Shipbuilding Industry Area, EDZ, Jiangdu District, Yangzhou 225217, China. Tel. ++86 514 86 46 99 17. Fax ++86 514 86 46 99 18. Web [www.avicdh.com/en/index.php?m=content&c=index&a=lists&catid=118](http://www.avicdh.com/en/index.php?m=content&c=index&a=lists&catid=118)

**Eastern Pacific Shipping of Singapore said to have ordered four product tankers of 110,000dwt from China's New Times Shipbuilding.** | The contract includes options for four repeat vessels. The first of the LR2 ships will be delivered in 2020. The order replaces a previous contract placed with the financially troubled HHIC-Phil yard in the Philippines. Contact: New Times Shipbuilding, Xingang Port, Jingjiang City, Jiangsu Province, 214514 China. Tel. ++86 523 84 21 62 39 or 84 215 129. Fax ++86 523 84 21 15 73. Email [cj@ncship.com.cn](mailto:cj@ncship.com.cn) or [brian.zhang@ncship.com.cn](mailto:brian.zhang@ncship.com.cn) Web [www.ncship.com.cn/eng](http://www.ncship.com.cn/eng)

**Brokers say China's New Dayang Shipbuilding has signed a contract with the China Development Bank Leasing for four bulk carriers of 63,500dwt.** | The contract includes options for four repeat vessels. The first vessels will be delivered in 2020 and 2021. A letter of intent for up to 12 of the vessels had been signed by the China Development Bank in November 2018. The rebranded Chinese yard has emerged following a comprehensive restructuring process from the Yangzhou Dayang Shipbuilding. Formerly in private ownership, Dayang Shipbuilding has been restored as a state-operated shipbuilder, which aims to achieve profits in its first three years of relaunched operations. Contact: New Dayang Shipbuilding, Shipbuilding, Industrial Park, Lidian Town, Yangzhou, 225107 China. Tel. ++86 514 89 78 91 05. Fax ++86 514 89 78 91 02.

**An agreement to develop new generations of electric vessels and new electric ferries has**

**been signed by Chinese group China Dynamics, a developer of green energy vehicles and technology, with four business units of Chinese yard group China Shipbuilding Industry Corporation (CSIC).** | The companies plan to market the new vessels developed firstly in Hong Kong and then worldwide.

"To respond to the global advocacy for green transportation, the China Dynamics group and CSIC have expanded their scope of cooperation and now become strategic partners to develop new vessels powered by new-generation energy sources including hydrogen fuel cells, lithium batteries and diesel-electric hybrid engine and related systems," China Dynamics said. "They will be first introduced in Hong Kong and the Guangdong-Hong Kong-Macao Bay Area, and then in major cities around the world including Paris, Moscow, London, New York, Venice and Amsterdam to meet demand for clean inland water and coastal water transport, which will enable the partners to enlarge their share in the global electric vessel market." Mr Cheung Ngan, chairman of China Dynamics said that "developing electric vessel business has huge market potential. We will soon be able to launch energy-efficient ferryboats that use new-generation power sources." In mainland China, since the central government issued the "Three-Year Action Plan to Win the Blue Sky Defence War", many municipal authorities have started plans to protect the environment, including looking into subsidising conversion of electric ferries, among others, to help realise green shipping. In Hong Kong, a plan is being made to encourage those bidding for ferry service tenders to use environmentally friendly vessels and equipment to help reduce air pollutant emissions. The four CSIC business units which signed the strategic cooperation agreement are: China Ship Design & Research Centre, CSIC Yuanzhou (Beijing) Science & Technology, Wuxi Silent Electric System (SES) Technology and Zhong Chuan Zhong Gong (Xiamen). China Dynamics has been developing new-energy commercial road vehicles in China and a whole vehicle manufacturer of specialty passenger vehicles and new-energy passenger vehicles. Contact: China Shipbuilding Industry Corporation (CSIC), No.72 Kunminghu Nan Lu, Haidian District, Beijing 100097, China. Tel. ++86 10 885 98 000. Fax ++86 10 8859 9 000. Email [csic@csic.com.cn](mailto:csic@csic.com.cn) Web [www.csic.com.cn](http://www.csic.com.cn)

## SOUTH KOREA

**South Korean yard Hyundai Heavy Industries has signed a memorandum of understanding to develop two new liquified petroleum gas (LPG) carrier designs with South Korean shipping company KSS Line which should lead to an order for two of the vessels.** | The companies will

exchange information such as ship operator's experience, ship specifications and technology. KSS Shipping plans to then order one 84,000cu.m LPG vessel and one of 90,000cu.m, both from Hyundai Heavy. The new LPG vessels are expected to improve the efficiency of LPG trading and contribute to the reduction of transportation costs, KSS Line said. KSS said the existing 84,000cu.m vessels that transport North American LPG are only able to pass through the expanded Panama Canal locks. However, the future 84,000cu.m class will be able to transit the old Panama Canal locks as well as the new ones. In addition, the new 90,000cu.m vessels will be able to ship the maximum volume of LPG using the expanded Panama Canal. KSS and Hyundai believe the new concept will create considerable interest among other shipping companies. Contact: Hyundai Heavy Industries Co Ltd, 1 Jeonhadong Dong gu, Ulsan, 682 792 South Korea. Tel. ++82 52 202 21 14. Email [hhiopr@hhi.co.kr](mailto:hhiopr@hhi.co.kr) Web <http://english.hhi.co.kr/contact/biz>

**Shipping company Korea Marine Transport is said to be the customer for a US\$107 million order to build three 2,500-TEU container vessels placed with South Korea's Hyundai Mipo Dockyard (New Ships 12/2018).** | Delivery will begin during the second half of 2020. Contact: Hyundai Mipo

Dockyard Co Ltd, 100, Bangeojinsunhwandoro, Dong-gu, Ulsan, South Korea. Tel. ++82 52 250 30 38. Fax ++82 52 250 30 56. Email [webmaster@hmd.co.kr](mailto:webmaster@hmd.co.kr) Web [www.hmd.co.kr](http://www.hmd.co.kr)

## MIDDLE EAST

## QATAR

**Qatar Petroleum is moving forward with plans to place a huge order more liquefied natural gas (LNG) carriers as part of an LNG expansion programme and has also placed orders for offshore gas field platform jackets.** | "In a few weeks, qualified ship yards will be invited to participate in

a tender for the provision of LNG ship construction slots for the LNG shipping fleet required for the LNG expansion project," said Mr Saad Sherida Al-Kaabi, Qatar's Minister of State for Energy Affairs and President and chief executive officer of Qatar Petroleum. In a speech at the Liquefied Natural Gas conference in Shanghai, Al-Kaabi announced that Qatar Petroleum has awarded a number of contracts related to Qatar's LNG expansion project designed to enhance its capabilities by increasing LNG production capacity from 77 to 110 million tonnes per year by 2024. He said Qatar Petroleum has awarded the fabrication and installation of the offshore jackets to U.S. offshore yard McDermott. It has also awarded the contract for early site works required to prepare the site

of the four new 8 million tonnes a year LNG export terminal in Ras Laffan Industrial City to a joint venture between Consolidated Contractors Company (CCC) and Teyseer Trading and Contracting Company. Minister Al-Kaabi also said "we are in the tendering phase for eight rigs for the development drilling. The front end engineering and design of the onshore facilities with Chiyoda will be completed in the next few days." The main invitations to tenders for the engineering, procurement and construction of the onshore facilities will be issued before the end of April this year, he added. Global demand for LNG will grow at 2% a year for the next 15 years increasing demand for LNG tanker newbuildings, he said. Growth in developed markets such as Japan and South Korea will be moderate, while there will be some growth in Europe after years of stagnation, he said. "China, along with India, will continue to lead Asia as the main drivers behind the growth of global LNG demand," Al-Kaabi said. Contact: McDermott International, Houston, Headquarters, 757 N. Eldridge Parkway, Houston, TX 77079, United States. Online supplier portal and registration [www.mcdermott.com/Suppliers](http://www.mcdermott.com/Suppliers) Contact: Qatar Petroleum, Web supplier registration <https://qp.com.qa/en/SupplyManagement/Pages/VendorRegistration.aspx>

**TURKEY** **Damen Marine Components (DMC), part of Dutch shipbuilding group Damen, said has signed its first order with a Turkish shipyard to supply equipment for a new 108m-long factory freezer trawler vessel.** | The vessel is being built by Turkish yard Tersan Tersanecilik San. Tic. Designed by Skipsteknisk AS with design number STL191L, it is currently under construction for the Russian fishing fleet operator JSC PT Okeanrybflot. DMC said its order is for a single, customised Barke rudder with a surface area of 16 sq.m and a Commander rotary vane steering gear. In addition to the hydraulic components of the rotary vane, DMC will deliver equipment including indicators and controls. The vessel and is scheduled for delivery in December this year. Contact: Tersan Tersanecilik SAN. TİC. A.S. (Tersan Shipyard), Acicesme Mevki Bogazici Cad. No:28, Tavsanli-Altinova – Yalova, Turkey. Tel. ++90 226 465 62 00. Fax ++90 226 465 61 12. Email [info@tersanshipyard.com](mailto:info@tersanshipyard.com) or [tersan@tersan.com.tr](mailto:tersan@tersan.com.tr) Web <http://tersanshipyard.com>

## AMERICAS

### UNITED STATES

**BAE Systems San Diego yard has received a US\$41.8 million contract from the U.S. Navy to perform modernisation and maintenance of the amphibious transport dock ship USS Anchorage (LPD 23).** | The Anchorage will undergo 12 months of work. The contract includes options that, if exercised, would bring the total contract value to US\$48.4 million. BAE Systems will begin working aboard the 228m-long San Antonio-class ship in July 2019. Under the contract, BAE Systems will support the installation of upgraded electronic systems and perform other shipboard improvements. USS Anchorage was commissioned in May 2013. Contact: BAE Systems, Web supplier portal for Europe [www.baesystems.com/en-uk/what-we-do/suppliers](http://www.baesystems.com/en-uk/what-we-do/suppliers)

**U.S. yard Washburn & Doughty has an order from U.S. customer McAllister Towing for one escort and harbour tug.** | McAllister Towing has selected Schottel to provide propulsion units. The tug, now under construction at Washburn & Doughty, will feature a pair of Schottel type SRP 490 rudder propellers with an input power of 2,525 kW each, delivering an expected bollard pull of about 82 tonnes. The ASD-type tug features a pair of Caterpillar CAT 3516 engines for power, each driving a Schottel SRP 490 azimuthing stern drive unit with fixed pitch propellers 2,800mm in diameter and enabling a free running speed of over 14 knots. The tug is designed for harbour and terminal operations as well as for coastal towing. Contact: Washburn & Doughty, 7 Enterprise Street, PO Box 296, East Boothbay, Maine 04544, United States. Tel. ++1 207 633 65 17. Fax ++1 207 633 70 07. Email [info@washburndoughty.com](mailto:info@washburndoughty.com) Web [www.washburndoughty.com](http://www.washburndoughty.com)

### AUSTRALIA

**Australian yard Multihull Solutions will announce its new Iliad Catamarans range of super-yachts at the 2019 Sanctuary Cove International Boat Show from May 23-26.** | Multihull Solutions will unveil the new design in Iliad Catamarans' Iliad 50 range at the event. Multihull Solutions will also display the Fountaine Pajot Fountaine Astrea 42 and Saona 47 sailing catamarans as well as the MY 44 by Fountaine Pajot Motor Yachts. The new Iliad 50 aims to give clients the freedom to choose their own layout, timber finishes, electronics package, fabrics, engine options and more, so their boat reflects their unique needs and personal style. Contact: Multihull Solutions, 33-45 Parkyn Parade, PO Box 15, Mooloolaba, Queensland, 4557 Australia. Tel. ++61 7 54 52 51 64. Email [info@multihullsolutions.com.au](mailto:info@multihullsolutions.com.au) Web [www.multihullsolutions.com.au/contact-us](http://www.multihullsolutions.com.au/contact-us)

## INSIDE REPORT

**The Croatian government said it will not support a restructuring plan for the country's biggest shipbuilding group Uljanik due to the financial burden on the state and the government also doubts the plan could improve Uljanik 's chances of long-term survival.**

| If no other restructuring plan emerges soon, a Croatian commercial court will deliver a ruling on bankruptcy within weeks, threatening the loss of jobs for almost 3,000 people. Croatian Prime Minister Mr Andrej Plenkovic told a cabinet meeting that the proposed restructuring would cost the state between 7.5 billion kuna (US\$1.14 billion) and 10.8 billion kuna (US\$1.6 billion). The financial exposure would be a great burden for tax payers and the government cannot support, but was still prepared to seek other solutions to keep the shipyard operational. Uljanik, which is 25% state-owned and operates two shipyards in the northern Adriatic cities of Pula and Rijeka, has been battling to stave off bankruptcy due to liquidity problems that began in 2017. Croatian newspaper Vecernji List said that around 1,800 employees had left the company over the last year. Remaining workers went on strike in late March, seeking unpaid wages. Uljanik's management has chosen Croatian yard Brodosplit as a strategic partner to restructure its operations but the government said the plan would cost the state more than allowing the company to go bankrupt. A bankruptcy is expected to cost the Croatian state around 557 million euros (US\$626.35 million). However, if the yard is forced into bankruptcy, it could open the way for a slimmed down shipbuilding business to emerge. In late March, 12 people, mostly former top managers in Uljanik, were arrested on suspicion of causing more than one billion kuna in financial damage to the company and the state budget (New Ships 13/2018). Croatia has spent more than 33 billion kuna (US\$4.9 billion) in the past 25 years to save and then sell state-owned shipyards, efforts that have yielded little success. In March the country regained an investment grade rating on its government bonds from S&P Global due to its fiscal consolidation efforts of the last few years. This reduces the country's borrowing costs. Keeping control over public finances is one of the key prerequisites for maintaining the rating as well as Croatia's acceptance into the euro currency in the next four to five years.

**Meanwhile, Croatian yard Uljanik said that Kuwait's Livestock Transport & Trading Company has cancelled the contract for construction of a livestock carrier.**

| The contract was terminated due to Uljanik's inability to deliver the vessel according to the contract's provisions, the yard said in a statement to the Zagreb Stock Exchange. Under the contract, Uljanik was to build a livestock carrier with about 28,000sq.m of area for animal transport. The buyer is willing to negotiate the terms of a new agreement and complete the vessel at Uljanik, the shipbuilder said.

**South Korea's Daewoo Shipbuilding & Marine Engineering has named a new chief executive officer ahead of its planned merger with Korea's Hyundai Heavy Industries.**

| Daewoo Shipbuilding's vice president Mr Lee Sung-keun has been named as the new chief executive, replacing the previous chief, Mr Jung Sung-leep. In March this year, Hyundai Heavy Industries signed a formal deal with the state-run Korea Development Bank (KDB) to buy its smaller local rival, Daewoo Shipbuilding, a deal which will create the world's largest shipbuilding group with an approximate 20% market share of global newbuilding orders. Hyundai Heavy has also started its due diligence (financial checks) on Daewoo Shipbuilding on April 1. The shipyard employed an accounting firm to conduct the diligence. KDB Chairman Lee Dong-gull said earlier the diligence checks will take about two months.

**South Korea's competition regulator has denied that he held talks with European competition authorities about the acquisition of Daewoo Shipbuilding & Marine Engineering by Hyundai Heavy Industries.**

| Mr Kim Sang-jo, head of South Korea's Fair Trade Commission, said in a hearing in the Korean parliament that he was not in a position to consult with European competition regulators on the takeover during his recent trip to Europe as he was not aware of details of the deal between the two South Korean shipbuilders. A competition spokesman at the European Union Commission, told South Korean reporters that continuation of competition and the deal's implications for consumers are key factors in whether to endorse the acquisition.