

**SAMPLE  
ISSUE**

# New Ships

by **Ship&Offshore**

[www.new-ships.net](http://www.new-ships.net)

The Lunar New Year holidays in China, South Korea and many other Asian countries this week reduced shipbuilding market activity below usual levels. But Chinese yards still achieved some big orders, with deals reported including container ships, car carriers and large support vessels for wind farms. South Korea won tanker deals. It was a good week for Europe, with contracts including a cruise ship for the Middle East and short-sea freighters. Turkish yards also had another active week, winning an unusual contract for a sail-powered freighter from Europe and also large naval vessel contracts.

## PROSPECTS AND ORDERS

### EUROPE

#### FINLAND

#### **Marine Alutech to build patrol vessels**

Finnish yard Marine Alutech has received an order for two 19.5m-long patrol vessels from the Danish Ministry of Defence Acquisition and Logistics Organisation DALO. The 35-tonne-displacement vessels, type Watercat 2000 Patrol, will operate as part of Frontex operations of the Danish navy. They have a top speed of 35 knots and can operate in all climate conditions, from freezing temperatures in the winter to very warm and humid tropical conditions in summer. The 2000 series Watercats are designed to perform coastal surveillance including a wide variety of other operations such as search and rescue, law enforcement, maritime safety, environmental protection, maritime accident/

disaster response and fisheries control.

**CONTACT**

Marine Alutech, Ms Minna Røyhkiö, Head of Purchasing, Telakkatie 47, 25570 Teijo, Finland.  
Tel. ++358 44 7288 160. mail [procurement@marinealutech.com](mailto:procurement@marinealutech.com) minna.royhkiio@  
marinealutech.com Web [www.marinealutech.com](http://www.marinealutech.com)

**FRANCE Another naval contract from Africa**

French shipbuilder Ocea SSM has obtained an order to build nine naval patrol vessels of different sizes from the Nigerian navy. The new orders include three 46m OPV 190 off-shore patrol vessels, two 32m FPB 96 fast patrol vessels and four 15m fast interceptors. The Nigerian navy plans to integrate the new craft into its Falcon Eye Maritime Domain Awareness system. Ocea SSM has already delivered 18 vessels to the Nigerian Navy since 2013, including several types of patrol boats.

**CONTACT**

OCEA SSM Group, Quai de la cabaude, CS 50333 85109 Les Sables D'olonne Cedex, France.  
Tel. ++33 2 51 21 05 90. Fax ++33 2 51 21 20 06. Email [commercial@oceaf.fr](mailto:commercial@oceaf.fr)  
Web [www.ocea-ssm.com](http://www.ocea-ssm.com)

**ITALY Italian yard Mariotti wins an order from Saudi Arabia**

Italian yard Mariotti informed it has won an order from Saudi Arabia to build one 100-passenger luxury cruise ship. Provisionally called Project Sama, the vessel was ordered by Neptune Co, a joint venture of hotel group Aman and Cruise Saudi. Project Sama is the first vessel ordered by Neptune. The 183m-long ship, of about 23,000gt, features Mariotti's first dual-fuel powered newbuild project capable of exceeding environmental priorities on delivery and into the future. The exterior profile and guest accommodations were developed by yacht designers SINOT. Project Sama will host guests in fifty luxury suites, with large public spaces and extensive entertainment facilities. Among sub-contractors who will be working on the project are De Wave, which will be responsible for luxury interior finishing and Ortec Santamaria which will be responsible for the electrical systems. Project Sama is expected to be launched in 2026; its official name will be revealed later. The Public Investment Fund (PIF) of Saudi Arabia and London-based real estate investment firm Cain International announced in August 2022 that they had invested US\$900 million in luxury hotel group Aman to support its global expansion.

**CONTACT**

T. Mariotti S.p.A., Via dei Pescatori, 16128 Genova, Italy. Tel. +++39 010 24 081.  
Email [info@mariottiyard.it](mailto:info@mariottiyard.it) Web [www.mariottiyard.it/contacts](http://www.mariottiyard.it/contacts)

**NETHERLANDS Holland Shipyards is awarded contract to construct dry cargo coastal vessel**

Holland Shipyards said it has signed a contract with Dutch shipping company De Bock Maritiem for two shortsea freighters of 3,600dwt. The vessels, designed by Conoship, will transport dry cargo and have a low air draft, also making them suitable for sailings on the Rhine and other inland waterways. The vessels will measure 88m long and 13.2m wide and have a cargo hold capacity of 5,100cu.m. The design aims to achieve 50% fewer emissions and the total energy efficiency of the vessels should be 30% above

the demands of the Energy Efficiency Design Index. This is achieved by factors including diesel-electric propulsion, optimised propeller and hull shape and very low power requirements. The vessels have a modular-built design. The generators are located in an accessible space making the vessel suited for future conversions. The order continues a successful period for Holland Shipyards, following a contract for three multi-purpose coastal freighters of 3,800dwt for Dutch shipping company Hartel Shipping & Chartering in December 2022 (New Ships 51-52/22).

**CONTACT**

Holland Shipyards Group, Rivierdijk 436, 3372 BW Hardinxveld-Giessendam, The Netherlands.  
Tel. ++31 184 630 516. Email [info@hollandshipyardsgroup.com](mailto:info@hollandshipyardsgroup.com)  
Web [www.holland-shipyards.com](http://www.holland-shipyards.com)

**NORWAY Havyard Leirvik lands ferry modernisation deal**

The Norwegian shipyard Havyard Leirvik has signed a contract for the conversion and modernisation of the Norwegian ferry M/F Vannes. The ferry, which is owned by Boreal Sjø, will be converted to meet requirements of the Norwegian Maritime Directorate so that it can operate in an extended traffic area. Havyard Leirvik and its parent group Eqva said the contract confirmed the strategy of seeking more vessel modernisation work.

**CONTACT**

Havyard Leirvik, Mr Tor Leif Mongstad, The chief executive officer, Bøfjordvegen 260, 6953 Leirvik i Sogn, Norway. Tel. ++47 900 48 483. Email [tor.leif.mongstad@havyardleirvik.no](mailto:tor.leif.mongstad@havyardleirvik.no)  
Web [www.havyardleirvik.no](http://www.havyardleirvik.no)

**POLAND Superyacht with electric engines**

Polish shipyard Sunreef Yachts has received a contract for a superyacht of 34m length. The unnamed customer has ordered a type Sunreef 43M Eco. The catamaran has a high level of environment friendliness with integrated solar panels that can generate approximately 250 kWh in a 24-hour period. The vessel is equipped with electric engines which offer up to 12 hours of sailing under electric power. Features include a lounge with a swimming platform and fold-down balconies. Accommodation is provided for 12 guests including a master cabin with an adjacent office. Solar panels are built into the sides of the hull and the superstructure. The Sunreef 43m Eco has 1,600sq.m of sails with 49m high mast, while an advanced hydrogenation system produces a steady supply of green power for emission-free cruising. The order was secured by broker Ben Ritchie at Y.CO less than two months after the sale of the first Sunreef 43M Eco vessel.

**CONTACT**

Sunreef Venture S.A., Sunreef Yachts Shipyard, ul. Tarcice 6, 80-718 Gdansk, Poland. Tel. ++48 58 769 77 77. Web [www.sunreef-yachts.com/en/contact](http://www.sunreef-yachts.com/en/contact)

**UNITED KINGDOM US\$1.96 billion naval order confirmed**

The British Ministry of Defence has confirmed the award of a 1.6 billion pound (US\$1.96 billion) contract to a consortium led by Spanish yard Navantia to build the new Fleet Solid Support (FSS) supply ships for the British navy. Team Resolute which along with Navantia also includes British naval architecture house BMT and Belfast-based shipbuilder Harland & Wolff will deliver three FSSs to the naval supply service the

Royal Fleet Auxiliary (RFA). The announcement follows the selection of Team Resolute as the preferred supplier for the FSS programme in November 2022 (New Ships 47/22). The award is controversial as a foreign yard will be involved in building naval vessels which were generally ordered from British yards. But the British Government has been concerned that the lack of competition is pushing up prices for naval ships. Germany is among the other European countries following a similar course in involving foreign yards in naval orders. The vessels will be built by the Harland & Wolff yard in Northern Ireland. The consortium was selected over a rival bid from Team UK, comprising Babcock, BAE Systems, Cammell Laird, and A&P, whose offer supported a full British build. The FSS ships are due to enter service in 2032 and the start of production is scheduled for 2025, although this same year will see around 150 people at Navantia working on engineering, procurement and programme management tasks. The three ships will be responsible for supplying solid/dry stores and ammunition to British navy ships deployed on missions worldwide. They will be the largest ships in the British fleet after the aircraft carriers and, in terms of displacement tons, the largest in Navantia's history.

**CONTACT**

Harland & Wolff, Queen's Island, Belfast BT3 9EU, Northern Ireland, United Kingdom. Tel. ++44 330 124 0427. Web [www.harland-wolff.com/contact/](http://www.harland-wolff.com/contact/) Navantia, Velázquez 132, 28006 Madrid, Spain. Tel. ++34 913 358 400. Email [navantia@navantia.es](mailto:navantia@navantia.es) Web portal for suppliers [www.navantia.es/perfil-contratante.php?tipo=1](http://www.navantia.es/perfil-contratante.php?tipo=1)

**Vessel to protect British oil and gas pipelines**

British shipyard Cammell Laird has been awarded a contract by the UK Ministry of Defence to convert a submarine construction vessel that will be used to protect under-sea cables and oil and gas pipelines. The vessel, Topaz Tangaroa, has arrived at the yard to undergo a period of military modification. The 98m-long vessel will act as a mother ship, operating remote and autonomous offboard systems for underwater surveillance and seabed warfare. The 6,000-tonnes vessel is equipped with a helipad, crane and a large working deck. It features a moon pool, a large access point in the underside of the hull through which mini-submarines can be launched. It will be operated by the British naval support service the Royal Fleet Auxiliary. The vessel is due to enter operational service in Summer this year, with the programme for the acquisition of a second ship currently in concept phase, the British defence ministry said. The project was launched after the unexplained explosion on the gas pipeline in the Baltic Sea.

**CONTACT**

Cammell Laird, Campbeltown Road, Birkenhead, Merseyside CH41 9BP, United Kingdom. Tel. ++44 151 649 66 00. Web portal for suppliers [www.cammell-laird.co.uk/supply-chain](http://www.cammell-laird.co.uk/supply-chain)

**ASIA****BANGLADESH****Electric-powered river ferry to cut pollution**

Indian shipyard Garden Reach Shipbuilders and Engineers (GRSE) has laid the keel of a 24m-long river passenger ferry with electric propulsion ordered last year by the state Government of West Bengal. The vessel, which was also designed by Garden Reach, will be aimed at reducing pollution from river and inland waterways shipping in Bangladesh. The ferry will have a 210-kW liquid-cooled energy storage system designed to carry 150

passengers with provision of air conditioning sitting arrangements. The vessel will be built with twin screw propellers, catamaran aluminium hull along with a piercing hull form fitted with solar panels above the superstructure. The operating speed of the vessel will be eight knots with a maximum speed of 10 knots.

**CONTACT**

Garden Reach Shipbuilders & Engineers Ltd, Web online Vendor registration  
[www.grse.in/index.php/vendor.html](http://www.grse.in/index.php/vendor.html)

**CHINA US\$1.2 billion boxship order reported**

According to brokers, the Chinese Zhoushan Changhong International Shipyard has received an order from a European shipping company for ten container ships with 11,400 TEU and liquefied natural gas (LNG) propulsion. The customer is believed to be the Swiss shipping group MSC. The order is worth about US\$120 million per ship. They are said to be delivered in 2025 and 2026.

**CONTACT**

Zhoushan Changhong International Shipyard Co. Ltd., No. 19 Chuangyuan Avenue, Dinghai Industrial Park, Zhoushan City, Zhejiang Province, 316052 China. Tel. ++86 580 82 500 77.  
Email [ch-dgm@zschship.com](mailto:ch-dgm@zschship.com) Web <http://en.zschship.com>

**Grimaldi opts for more car carriers**

Italian shipping group Grimaldi has ordered five more pure car & truck carriers (PCTCs) in China following a separate order reported last week. Grimaldi said it has exercised options for the vessels of over 9,000-CEU capacity with Chinese yard China Merchants Heavy Industries Jiangsu. The options were contained in a previous order for five PCTCs signed with China Merchants in October 2022. Grimaldi had in January 2023 also signed a separate contract with China's Shanghai Waigaoqiao Shipbuilding to build five PCTCs of 9,000-CEU capacity (New Ships 3/23). The design of the new buildings now ordered from China Merchants was developed by the Grimaldi Group in cooperation with marine architects Knud E. Hansen. They are designed to transport electric vehicles as well as fossil fuel cars. They have received the Ammonia Ready class notation from Italian classification society RINA, which certifies that the ships are designed for eventual conversion for the use of ammonia as marine fuel. The vessels will be equipped with very large lithium batteries, solar panels and shore connection capability (cold ironing), which provides a green alternative to the consumption of fossil fuels during port stays. Other technologies will be installed on board with the aim of reducing the carbon footprint including an air lubrication system, innovative propulsion and optimised hull design. Overall, the new ships will be able to cut fuel consumption by 50% compared to the previous generation of car carrier vessels. The new PCTCs will be deployed on voyages between Europe, North Africa, and the Near and Far East to meet the new environment-friendly transport needs of automotive industry players. The ten vessels ordered from China Merchants Heavy Industries Jiangsu will be delivered between 2025 and 2027. Overall, following recent investments totalling about US\$2.5 billion, the Grimaldi Group will take delivery of 25 new vessels over the next five years, including fifteen ammonia-ready PCTCs (with options for another two units), six G5-class RoRo multipurpose vessels, two GG5G-class hybrid RoRo ships and two Superstar-

class RoPax vessels for its subsidiary Finnlines.

**CONTACT**

China Merchants Heavy Industry, Mazhou Island Base, Mawan Avenue 1045, Qianhai, Nanshan District, Shenzhen, Guangdong, Province, China. Tel ++86 755 26 86 99 99. Fax ++86 755 266 84 860. Email [yiulian@136.com](mailto:yiulian@136.com) Web [www.cmindustry.com.hk/?lang=zh-cn](http://www.cmindustry.com.hk/?lang=zh-cn)

**IWS raises wind farm vessel construction**

The Norwegian company Integrated Wind Solutions ASA announced that it has signed contracts for the construction of two additional wind farm support vessels with Chinese yard China Merchants Heavy Industry. The firm yard price is about 52.5 million EUR per vessel. The two walk-to-work commissioning service operations vessels (CSOVs) were ordered through its subsidiary, IWS Fleet AS. Two options from a previous contract were converted into firm orders. The vessels will be of the Seawalker class which are about 90m length. The two newbuildings are scheduled for delivery in the second quarter of 2025. About 50% of the vessel value is related to Norwegian export companies providing advanced technology ensuring safe and efficient operations during operations of the vessel. The hybrid-powered vessels will be among the first vessels in the industry capable of zero-emission operations. The vessels are designed by Kongsberg Maritime and equipped with the latest generation fully compensated gangway and crane. The ships have a large battery pack with solar panels for additional charging, hull and propulsion design aimed at increasing operability and reducing emissions and energy consumption.

**CONTACT**

China Merchants Heavy Industry, Mazhou Island Base, Mawan Avenue 1045, Qianhai, Nanshan District, Shenzhen, Guangdong, Province, China. Tel ++86 755 26 86 99 99. Fax ++86 755 266 84 860. Email [yiulian@136.com](mailto:yiulian@136.com) Web [www.cmindustry.com.hk/?lang=zh-cn](http://www.cmindustry.com.hk/?lang=zh-cn)

**New RoRo freight ferry is going to replace an older one in the Caribbean**

China's Jiangsu Dajin Heavy Industry yard has started building a RoRo freight ferry of 120m length for French ferry company Marfret. On January 17, 2023, the keel was laid for the new vessel. Jiangsu Dajin Heavy Industry is the fabrication and assembly base of the Shanghai-based Bestway Group. Marfret operates the FerryMar service in the Caribbean between Guadeloupe, Martinique, St. Barthélemy and St. Martin. The new vessel will replace an older ferry. The 6,600dwt ship has a beam of 22m and a draft of 6m. Designed by SDARI, the ferry has a capacity of 1,150 lane meters and can transport 228 TEUs on deck, 50 of them refrigerated. Designed for good manoeuvrability and a high degree of redundancy, the new ship will have two engines, two propellers and two rudders. Its two MAN main engines develop a total of 3,600 kW and propel the vessels at a service speed of 14.5 knots. It will enter service later this year or in early 2024.

**CONTACT**

Bestway Marine & Energy Technology Co Ltd, Building 10, No. 518, Xinzhuan Road, Songjiang District, Shanghai 201612, China. Tel. ++86 21 60 85 98 00. Email [market@bestwaysh.com](mailto:market@bestwaysh.com) Web [www.bestwaysh.com/#/tohome?currentRowId=27](http://www.bestwaysh.com/#/tohome?currentRowId=27)



**SOUTH KOREA Tankers reported for 2024/2025 delivery**

As claimed by brokers, the South Korean shipyard DH Shipbuilding, formerly Daehan Shipbuilding, has received an order for an oil tanker of 158,000dwt from a European client. The customer is seemingly to be the Greek Restis Group. The contract includes an option for one more vessel. They will be delivered in the last quarter of 2024/first quarter of 2025. The order is worth about US\$77 million per ship.

**CONTACT**

DH Shipbuilding, (Daehan Shipbuilding), 498 Chosunso-gil, Hwawon-myeon, Haenam-gun, Jeollanam-do, South Korea. Tel. ++82 61 531 01 14. Fax ++82 61 531 01 99.  
Web [www.daehanship.com/notice](http://www.daehanship.com/notice)

**TURKEY RMK inks contract to build sail-powered freighter**

Turkish yard RMK Marine has won the international tender to build a sail-powered RoRo freighter for commercial sailings. RMK has signed an order with French client, Neoline Armateurs, for the construction of the vessel. The 136m sailing RoRo named Neoliner aims to provide a new concept for eco-friendly cargo shipping. The yard signed an initial contract for the construction of the vessel with Neoline Armateurs in November 2022. The contract has now entered into force, following the fulfilment of the required conditions and the final agreement was announced to the public at a ceremony held in Nantes, France, with the participation of the parties. The vessel is planned to be delivered in 2025. Neoliner will have a total of 3,000sq.m sail area with foldable sails made of light, high endurance strength, special material positioned on two carbon fibre masts. It will carry a crew of 20 and have accommodation areas for 12 passengers. It will have 6,300 tonnes of cargo capacity. This involves a capacity equivalent to 321 cars, 265 TEU containers or 125 containers of 40 foot. It will have a navigation and sailing equipment control system with high level integration and automation, as well as smart sensors which determine the optimum navigation route and speed by evaluating wind and sea conditions. RMK Marine will also work with different solution partners on the project such as France's Chantiers de l'Atlantique shipyard.

**CONTACT**

RMK Marine Gemi, Gemi Yapim Sanayii ve Deniz Tasimaciligi Isletmesi A.S. Evliya Celebi Mahallesi Tersaneler Caddesi No:12 34944 Tuzla, Istanbul, Turkey. Tel. ++90 216 581 33 00. Fax ++90 216 395 45 82 Email [info@rmkmarine.com.tr](mailto:info@rmkmarine.com.tr) Web [www.rmkmachine.com.tr/en/contact/](http://www.rmkmachine.com.tr/en/contact/)

**Turkish private yards share naval vessel order**

The Turkish navy has ordered three frigates, with one each will be built simultaneously by three private shipyards. The order is for remaining three I-class (Istanbul-class) frigates of 3,000 tonnes displacement. The Turkish Defence Agency (SSB) awarded the contract to the TAIS consortium comprising the yards Sefine, Anadolu and Sedef yards which will each build one vessel concurrently. The first frigate of the Turkish Navy's I-class frigate project, the future TCG Istanbul (F-515), was launched in January 2021, at the Istanbul Naval Shipyard. The SSB said the TAIS partnership will build the second, third and fourth vessels in the series using a high level of Turkish equipment and supplies. They should be delivered in 36 months. The first of the I-class frigates has a 75% Turkish equipment and supply content. The three ships now ordered should have an

even higher Turkish content level.

**CONTACT**

Sefine Shipyard, Hersek Mah. Ipekyolu Cad. No:7, 77700 Altinova Yalova, Turkey. Tel. ++90 226 815 36 36. Fax ++90 226 815 36 37. Email. newbuilding@sefine.com.tr bguvenligi@sefine.com.tr Web <https://sefine.com.tr/home/contact> Anadolu Shipyard, Tuzla Tersaneler Caddesi No: 22, 34944 Tuzla, Istanbul, Turkey. Tel. ++90 216 446 61 14. Fax ++90 216 446 60 82. Email [info@adik.com.tr](mailto:info@adik.com.tr) Web [www.adik.com.tr/](http://www.adik.com.tr/) Sedef Shipyard (Sedef Gemi Insaati AS), Evliya Celebi Mah. Tersaneler Cad. No:10 34944 Tuzla Istanbul, Turkey. Tel. ++90 216 581 77 00. Fax ++90 216 581 77 01 Web [www.sedefshipyard.com](http://www.sedefshipyard.com)

**Uzmar Shipyard to construct offshore tug**

Turkey's Uzmar Shipyard has an order to construct an offshore tug with hybrid propulsion from Norwegian customer Bukser & Berging. The 41m tug will be used for worldwide inshore, offshore and towing operations. The vessel will be built to Robert Allan Ltd's RAMpage 4100BB-H design with a beam of 14m, dynamic positioning and accommodation for 10 crew. Its propulsion will include two medium-speed main engines, developing 2,800 kW of power to run two azimuth thrusters with input of 3,700 kW. Uzmar will equip this vessel with two 900-ekW inline electrical motors and shaft generators for boosting power to the thrusters. These electrical motors will be powered by four powerful generator sets. With both motors and the main engines, this vessel should achieve a maximum bollard pull of around 120 tonnes for offshore towage operations. There will also be a bow thruster of 500 kW to increase manoeuvrability and enable dynamic positioning.

**CONTACT**

Uzmar Gemi Insa San. ve Tic. A.S. (Uzmar Shipyard), KOSBAS Sepetlipinar SB Mah. 102. Cad. No: 14-16 Basiskele, 41090 Kocaeli, Turkey. Tel. ++90 262 341 45 10. Email [sales@uzmar.net](mailto:sales@uzmar.net) Web [www.uzmar.com](http://www.uzmar.com)

**NORTH AMERICA****UNITED STATES****Pilot vessel with 26 knot speed**

The U.S. yard Gladding-Hearn Shipbuilding has received an order for another pilot vessel from the Association of Maryland Pilots in the U.S. The 17.5m long launch is the fifth of this type ordered and is due to be delivered in early 2024. Designed by Ray Hunt Design, the launch's aluminium deep-V hull is powered by two Volvo Penta diesel engines, which can reach a top speed of over 26 knots.

**CONTACT**

Gladding-Hearn Shipbuilding, Duclos Corporation, 168 Walker Street, Somerset, MA 02725, United States. Tel. ++1 508 676 85 96. Fax ++1 508 672 18 73. Email [peterd@gladding-hearn.com](mailto:peterd@gladding-hearn.com) Web [www.gladding-hearn.com](http://www.gladding-hearn.com)

---

**INSIDE REPORT**

---

**Shipping still seeking answers to clean fuel solutions**

Shipping companies are still waiting for "real green" fuel solutions as part of decarbo-



nisation efforts to clean up the industry. Shipping, which accounts for nearly 3% of the world's carbon dioxide emissions, is under growing pressure from environmentalists to deliver more concrete action including a carbon levy. "We are still awaiting engine and ship builders to come up with real green solutions," vocalised Mr Haralambos Fafalios, chairman of the Greek Shipping Cooperation Committee (GSCC), in a speech at an annual event in London. The London-based GSCC is one of the leading bodies representing Greek shipping, which is among the world's biggest group of shipowners. "We need a simple incentive such as a fuel levy as a medium-term measure until safe alternative fuels become available in the long term," he mentioned. The global shipping industry has been testing a number of cleaner fuel options including ammonia and methanol as well as testing wind sails in an effort to look for new solutions away from dirtier fossil-based bunker fuel. Fafalios said many companies, whether in shipping or commodity traders, "are touting the strengths of their favourite fuels, but none so far have a real green footprint on a well-to-wake basis". Well-to-wake refers to the measurement of emissions from fuel production to fuel consumption onboard a ship. Fafalios remarked that "none of these alternative green, zero- or low-carbon fuels yet have a global bunkering or cost infrastructure to support the world fleet". "Ammonia for example is at present a very dangerous fuel and not enough safety measures have been put into place to make it a realistic option.

### **Korean and Malaysian groups cooperate to develop floating carbon dioxide storage**

South Korean yard Samsung Heavy Industries announced it has signed a memorandum of understanding with Malaysian shipping group MISC to jointly develop a new floating carbon dioxide storage unit (FCSU). The vessel is a new concept of platform that can store carbon dioxide captured in land terminals before it is pumped into disused offshore gas and oil wells. The partners informed there are over 100 carbon capture projects currently being developed and assessed around the world, including in Malaysia. The FCSU concept will provide an offtake and disposal opportunity, Samsung Heavy said.

### **Call for Dutch companies to modernise state shipping fleet**

Dutch maritime industry association Netherlands Maritime Technology (NMT) has presented a petition to the Dutch parliament calling for Dutch industry to be involved in the replacement of up to ninety ships of the Dutch state shipping company Rijkssrederij in the coming years. The Rijkssrederij manages, mans and maintains 100 specialist vessels and makes them available to various government organisations. Dutch involvement is necessary to remain competitive in a world where massive Chinese domestic state support has completely distorted the European maritime market, NMT argues. NMT, the trade organisation for Dutch shipbuilders, maritime suppliers and service providers, presented the petition to Tjeerd de Groot, chairman of the Permanent Committee for Infrastructure & Water Management. The Rijkssrederij fleet includes ships for customs, the ministry of agriculture, nature and food quality and the Netherlands coast guard. Much of that fleet is at the end of its lifespan, the ships are polluting and maintenance-intensive by today's standards, and many ships are simply obsolete after many years of service. The Netherlands leads the way internationally and the sector generates many

jobs, the association commented. Currently, there is even a shortage of well-trained staff, the association added. However, the number of niche markets in which the Netherlands stands out is shrinking, as China has been selling ships on the European market at up to 40% below market value for the last ten years, it said.

### **Investment in Spanish yard to develop naval work and offshore wind**

Spanish yard Navantia has confirmed that it will invest 43 million euros in Puerto Real shipyard in Cadiz to expand in the shipbuilding, especially naval vessels, and offshore wind energy market. Navantia stated the Puerto Real yard has naval shipbuilding and offshore wind energy work to ensure the full occupation of the shipyard from 2025, with peaks of more than 2,000 jobs, including those of the supporting industries. The investment is specifically aimed at the modernisation of the flat block workshop with an automated flat panel manufacturing line that will allow to increase the quality and efficiency in the programmes in which the shipyard participates, both in offshore wind energy and shipbuilding. Work at the yard will include involvement in building the Fleet Solid Support (FSS) supply ships for the British navy under a contract initially awarded in November 2022 (New Ships 47/22). Navantia said the investment is in addition to projects in other Navantia yards, such as the digital block factory to be built in Ferrol, the flat panel workshop in San Fernando and the adaptation of the Fene yard to meet the demand for offshore wind energy structures. The FSS program for the United Kingdom, which will be carried out in collaboration with the British company BMT and the Harland & Wolff shipyards, will mean around 1,000 jobs in Navantia and supplier industry in Puerto Real during the execution of the programme.

### **Shipyard takes over yacht fittings producer**

German yard FSG-Nobiskrug Holding has acquired German company Würzburger Interieur Manufaktur GmbH (WIMA), a globally active manufacturer of luxury interior fittings for superyachts. The shipyard vocalized the move secures know-how for superyacht construction in Germany. WIMA employs 40 personnel. Mr Philipp Maracke, chief executive officer of FSG Nobiskrug Holding, said: "With this acquisition, we are strategically strengthening Nobiskrug in a crucial field for the superyacht industry." In the future, WIMA will continue to operate independently and so continue to supply its other long-standing customers.