

**SAMPLE
ISSUE**

New Ships

by **Ship&Offshore**

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The lunar new year holiday in China, South Korea and elsewhere in Asia reduced newbuilding activity this week. But South Korean yards did report some substantial orders worth hundreds of millions of dollars including container ships and gas carriers. Environmentally friendly designs are moving into more sectors with an Asian order reported for green car carriers and projects in Europe for sail-powered car carriers and zero-emission container ships. Even tugs are going all-electric as another Asian deal showed this week. A European project for environmentally friendly inland waterways vessels was also reported.

PROSPECTS AND ORDERS

EUROPE
DENMARK

Big player to develop zero-emission ships

Danish container shipping group Maersk plans to introduce the world's first carbon-neutral liner container ship in 2023. The vessel will be a feeder vessel of about 2,000 TEU using methanol as fuel. The vessel will be able to operate on standard very-low-sulphur fuel oil (VLSFO). But Maersk plans to operate the vessel on carbon neutral e-methanol or sustainable bio-methanol from day one. Introduction of the vessel in 2023 would be seven years ahead of Maersk's initial plan to introduce zero-emission container ships in 2030. All future Maersk owned newbuildings will have dual-fuel technology installed,

enabling either carbon neutral operations or operation on standard VLSFO, the company said. "A.P. Moller-Maersk's ambition is to lead the way in decarbonising global logistics," it said. Around half of Maersk's 200 largest cargo transport customers have set, or are in the process of setting, ambitious zero-carbon targets for their supply chains, and the figure is on the rise. Both the methanol-fuelled feeder vessel and the decision to install dual-fuel engines on future newbuildings are part of Maersk's continuing fleet replacement.

CONTACT

Maersk Line, Web supplier portal www.maersk.com/procurement

FRANCE Atlantique Offshore Energy chosen to construct offshore substation

French yard Chantiers de l'Atlantique has a contract from Danish power group Orsted to build an electrical offshore substation for operation off Germany. Its business unit Atlantique Offshore Energy will undertake engineering, procurement, construction and commissioning of the topside and modular support frame of the station for the Gode Wind 3 offshore windfarm. It will be installed in 2023 in the German North Sea. The 242-MW substation will be designed and fabricated in Saint-Nazaire in France. It will collect and export the electricity generated by the offshore wind turbines through dedicated submarine cables, while remotely controlling and monitoring the operation of the offshore windfarm. The project is still subject to Orsted's final investment decision.

CONTACT

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ITALY Superyacht with rapid delivery contracted

A 42m-long megayacht has been ordered from Italian yard Baglietto by an unnamed European customer. It will have a fast delivery schedule enabling the first cruises to be started in summer 2022. The type Superfast yacht is set to reach a maximum speed of 28 knots. It will be fitted with three MTU engines, two shafts and a booster jet. The aluminium vessel has been developed by Francesco Paszkowski Design. Facilities include a swimming platform, a stern side door for tender access, a welcome area and a main deck full beam master cabin. The upper deck wheelhouse is connected to the large sky lounge and a cinema room. The night area, situated on the lower deck, includes four guest cabins: two double VIP cabins and two twin cabins. On the same deck, the crew quarters are at the bow.

CONTACT

Baglietto, Viale S. Bartolomeo 414, 19126 La Spezia SP, Italy. Tel. ++39 0187 59 831. Email baglietto@baglietto.com Web www.baglietto.com

NETHERLANDS HGK intends to operate innovative Rhine tanker

German inland waterways shipping company HGK Shipping is building a river gas tanker with an environmentally friendly hybrid propulsion system and increased capability to sail in shallow waters. Called the Gas 94, the hull of the vessel was built in Poland and fitting out will be handled by Dutch yard TeamCo. The 110m-long and 12.5m-wide vessel will be delivered in September 2021 and will expand the company's fleet on the

river Rhine. It will be used for a long-term charter contract for a customer in the chemical industry. The design will be capable of operation in very shallow water. Shipping on the Rhine has suffered disruption from low water in recent years as summers get hotter and dryer. The hybrid propulsion system includes three electric engines each of 405 kW. These are powered by diesel generators with exhaust gas treatment systems.

CONTACT

TeamCo Shipyard BV, Bakkersdam 1a, 5256 PK Heusden, The Netherlands. Tel. ++31 416 66 55 00. Email info@teamcoshipyard.nl Web www.teamcoshipyard.nl

NORWAY **Sail power moves to new frontier with RoRo design**

Shipping group Wallenius Wilhelmsen has announced plans to build a wind-powered pure car and truck carrier that could achieve up to 90% reduced emissions compared to current vessels. The goal is to have a design ready for contracting with a shipyard by mid-2022, and a finished vessel ready for operation by 2025, the company said. Wallenius Wilhelmsen will take the concept forward by applying its knowledge from the RoRo sector, and conduct a comprehensive viability evaluation for the vessel concept, called the Orcele Wind. The vessel should have an overall car capacity of 7,000 vehicles and ability to carry heavy machinery and breakbulk cargo in addition to cars. It will have a length of around 220m and width of about 40m. It should have speeds of 10 to 12 knots under sail that can be increased with a supplemental power system.

CONTACT

Wallenius Wilhelmsen, Web supplier registration www.wilhelmsen.com/ship-management/global-procurement-services/

RUSSIA **High-speed passenger hydrofoils for inland waterways**

Russia's Zelenodolsk Shipyard has signed a contract for construction of two upgraded river passenger hydrofoils with the type name Meteor-2020. The contract was signed with Russian leasing company Mashpromleasing which is the client for the vessels, and with Russian shipping company Severrechflot which will be the operator. The 19-tonne/36m-long hydrofoils of design project 03830 will carry 122 passengers, a crew of six and develop a speed of over 75 kilometres per hour. Mashpromleasing is part of Russia's United Shipbuilding Corporation (OSK).

CONTACT

Mr A.N. Filippov, The Director General, Zelenodolsk Shipyard (Zelenodolsky Zavod imeny Gorkogo), 5 Zavodskaya Street, Zelenodolsk, Tatarstan, 422546, Russia. Tel. ++7 84 371 57 610. Fax ++7 84 371 57 800. Email info@zdship.ru Web www.zdship.ru Mr A.A. Babich, The Director General, Mashpromleasing, str1, 11, Shipok Street, Moscow, 115054, Russia. Tel. ++7 495 981 49 03. Email info@mashpromleasing.ru Web www.mashpromleasing.ru Mr Sergey Sheptun, The Director General, Severrechflot, 3 Boris Scherbina Street, Khanty-Mansiysk The Okrug (Ugra), Tyumen Region, Surgut, 628001, Russia. Tel. ++7 34 67 33 94 77. Fax ++7 34 67 33 94 65. Email: priemnaya@severflot.ru Web www.severflot.ru

Russian customs agency needs patrol vessels

Russia's Federal Customs Service has announced a tender for construction of two patrol vessels which will be used by the Khabarovsk customs authority in the Russian Far East.

The single-decked design with a length of 18m to 21m will have a crew of four and accommodation for six customs personal. Price for both vessels should not 428.7 million roubles (around US\$5.8 million). They should be delivered to the customer in Khabarovsk by October 14, 2022. Proposals from Russian shipbuilding companies for participation in the tender will be accepted until March 1 this year, the next day the winner could be selected.

CONTACT

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SERBIA Vahali is building a river cruise vessel to sail in European waters

The Vahali shipyard in Serbia is building a river passenger ship, the Spirit of the Danube, for cruise operator Saga. Keel laying of the vessel has recently taken place. It will have a capacity to accommodate 190 passengers and will operate river tours in Europe including on the Rhine and Danube. Once launched, Spirit of the Danube will join Saga's first river cruise ship, the Spirit of the Rhine, which is currently preparing for its inaugural cruise in May 2021.

CONTACT

Vahali Serbia, Aleksandra Markovica 227, 22201 Zasavica, Sremska Mitrovica, Serbia. Tel. ++381 222 65 62 00. Email office@vahali.rs Web www.vahalishipyards.com/#call-to-action

UNITED KINGDOM Environmentally friendly buoy tender newbuilding planned

British state navigation agency the Northern Lighthouse Board (NLB) has issued an open invitation to shipbuilders and suppliers to attend talks about building a seagoing buoy tender of about 50m length. A virtual vessel replacement project industry day will be held on February 26 this year to allow the shipbuilding industry to assess the requirement, intended timeline and procurement process for replacing the existing buoy tender NLV Pole Star, which is nearing the end of its service life. Built in 2000 by Scottish yard Ferguson Marine, NLV Pole Star supports the operation of lighthouses and aids to navigation along the coasts of Scotland and the Isle of Man. Equipped with diesel-electric propulsion, the 51.5m-long vessel has a service speed of 12 knots. NLB has set an in-service target date of September 2024 for the new replacement vessel, which will meet the environmental targets set out in the British Government's Clean Maritime Plan, while supporting NLB's ability to deliver its safety services over the next 25 years. Expectations are that the buoy tender will provide improved seakeeping and heavy-weather performance, allowing for more effective response to wrecks and new navigational dangers, as well as routine operational tasking. During the virtual industry day, NLB and its technical support partner, Danish naval architectural firm OSK-ShipTech, will provide further information on the procurement including an overview of the required vessel specification, the timeline of the programme from the selection questionnaire to delivery and acceptance, and a summary of the anticipated procurement process, including core requirements.

CONTACT

Northern Lighthouse Board, vessel replacement industry day, Web <https://smievent.com/nlb/>

ASIA**CHINA NYK orders LNG-fuelled PCTC**

Japan's NYK Line has placed an order for four pure car and truck carriers (PCTC) of 72,800gt fuelled by liquefied natural gas (LNG) at Jinling Shipyard in China. The contract is part of NYK's plan to replace current vessels with around 40 newly built LNG-fuelled PCTCs over the next decade to achieve NYK's environment management target. The target is to reduce carbon dioxide emissions per tonne-kilometre of transport by 50% by 2050. The vessels now ordered will be 199.9m long, 38m wide and carry 7,000 car equivalent units of vehicles. The four vessels are due to be delivered from 2022 to 2023 and will have a new main engine of WinGD's X-DF2.0 iCER type. This engine consumes less fuel and reduces greenhouse gases by cutting methane emissions from exhaust fumes by about 50%. The vessels will also be equipped with battery hybrid technology, which will improve fuel efficiency by compensating main engine and electrical generator load fluctuations through the support of batteries. The use of LNG fuel, together with supporting technologies and other developments such as hull modification, will contribute to a reduction of sulphur oxide emissions by 99% compared to ships fuelled by heavy fuel oil, NYK said. Nitrogen oxide emissions will be cut by 96% and carbon dioxide emissions by about 40% or more per unit of transport. NYK aims to further advance to zero-emission vessels utilising low-emission marine fuels, such as hydrogen and ammonia, from around 2035.

CONTACT

China Merchants Industry, Jinling Shipyard, No. 55 Yan Jiang Road, Xia Guan, Nanjing, Jiangsu, China 210015. Tel. ++86 25 58 785 115. Email bzdp_jlshipyard@vip.163.com Web www.cmindustry.com.hk/?lang=en-us

FPSO conversion deal for operation off Brazil

Chinese yard CIMC Raffles has a contract to convert a 300,000dwt VLCC oil tanker into a floating production storage and offloading vessel (FPSO). Customer is Malaysian national shipping group MISC, and the FPSO will be operated on the Mero oilfield off Brazil after conversion. The yard will convert the VLCC Bunga Kasturi Dua, built in 2005, into an FPSO and will also be responsible for the construction of the FPSO's additional modules. It is the first FPSO conversion contract of its type that CIMC Raffles has won.

CONTACT

Yantai CIMC Raffles Offshore Limited, No. 70, Zhifu East Road, Zhifu Island, Zhifu District, Yantai 264000, Shandong, China. Tel. ++86 535 68 01 451. Email Web online supplier Registration <https://srm.cimc-raffles.com/login.action>

Tug to operate in Chinese coastal waters

Chinese yard Rizhao Gangda Shipbuilding Heavy Industry has started building a 495gt tug using designs from Canadian marine architect Robert Allan Ltd. Customer is the yard's associated company Rizhao Towing and Barge Company. The azimuth stern drive (ASD) 34/60 tug is custom-designed for operation in the coastal waters of China, with the aim of providing high performance in berthing and unberthing large vessels. The

vessel will be 34.3m long and 11.2m wide. It will have a 50-tonne bollard pull and a free running speed of 13.0 knots, Robert Allan Ltd said.

CONTACT

Robert Allan Ltd, 230-1639 West 2nd Avenue, Vancouver, B.C. V6J 1H3 Canada. Tel. ++1 604 736 94 66. Email supplier@ral.ca Web <https://ral.ca>

Yangtze River with another new river cruise vessel

Chinese tour operator Century Cruises said it has placed an order with an unnamed yard for another river cruise ship for operation on China's Yangtze River. It is scheduled to be delivered in in March 2022. Named Century Oasis, it will be the ninth vessel in Century Cruises eco-friendly fleet. Like its sister vessels, the ship will have a propulsion system that has been developed to reduce the impact on the Yangtze River's ecosystem. The ship will accommodate 650 guests in eight different cabin categories. Century Cruises will also launch two additional ships on the Yangtze River in September 2022 and March 2023.

CONTACT

Century Cruises, Web www.yangtzeriver.org/contactus/

INDONESIA Tug export deal signed for serving LNG terminal

Taiwanese towage company Taiwan Navigation has placed a final order to build five tugs of 60 tonnes bollard pull with Indonesian yard PT Graha Trisaka Industri/PaxOcean. They will serve the liquefied natural gas terminal currently under construction at the Kwun Tong Industrial Port. They are based on Robert Allan designs and will be constructed at PaxOcean's yard in Batam. They will be delivered by the fourth quarter of 2022. The contract was signed at the end of January, after Taiwan Navigation secured a 25-year charter contract from Taiwan's China Petroleum Corporation (CPC) to support LNG carriers at the new import terminal.

CONTACT

PT Graha Trisaka Industri, Jl. Brigjen Katamso, Tanjung Uncang 29424 Batam, Kepulauan Riau Province, Indonesia. Tel. ++62 778 39 28 89. Fax ++62 778 39 28 85. Email marketing@paxocean.com Web www.ddw-paxocean.com

SOUTH KOREA US\$708 million order placed with Samsung

South Korean yard Samsung Heavy Industries said it has signed a US\$708 million contract to build five 15,000-TEU container ships powered by liquefied natural gas (LNG). Customer is an unnamed Asian shipping company. They will be delivered by July 2023, Samsung Heavy Industries said. Israeli shipping company ZIM said separately it was chartering ten LNG dual-fuelled 15,000-TEU container ships from Chinese shipping group Seaspans to be built at Samsung Heavy Industries. According to ZIM, the long-term charter contract is worth over a billion dollars and the vessels will be deployed on the Asia-U.S. East coast trade. The vessels are expected to be delivered between February 2023 and January 2024. Mr Bing Chen, chairman, president and chief executive officer of Seaspans, said: "This transaction signifies both ZIM's and Seaspans's commitment to carbon reduction and resolve to contribute to a greener business community in the future." Samsung Heavy Industries has won about US\$1.3 billion worth of orders, or ten

ships, including nine container vessels, so far this year. "This year is expected to see a rise in new orders for environmentally friendly container ships thanks to growing demand for replacements of older vessels," Samsung Heavy Industries said.

CONTACT

Samsung Heavy Industries, Web www.samsungshi.com/Eng/etc/contact.aspx

Daewoo nets US\$442 million contract

South Korean yard Daewoo Shipbuilding & Marine Engineering said it has signed a US\$442 million order to build four container ships. An unnamed European company has contracted the vessels for delivery by September 2023, Daewoo Shipbuilding said. The shipbuilder has set its newbuilding order target for this year at US\$7.7 billion, after achieving 78% of the US\$7.21 billion in its annual order target in 2020.

CONTACT

Daewoo Shipbuilding & Marine Engineering, 125, Namdaemun-ro, Jung-gu, Seoul, South Korea. Tel. ++82 2 21 29 01 14. Web www.dsme.co.kr

Samsung inks VLCC deal

South Korean yard Samsung Heavy Industries said it has won a US\$415 million order to build four Very Large Crude Carrier (VLCC) tankers fuelled with liquefied natural gas (LNG). The order was placed by an unnamed customer from Oceania. They will be delivered by June 2023, the shipbuilder said. "Demand for LNG-fuelled ships is expected to be expanded as environmental regulations are toughened in the shipbuilding industry," Samsung said.

CONTACT

Samsung Heavy Industries, Web www.samsungshi.com/Eng/etc/contact.aspx

Greece returns for gas carriers

Brokers say Greek shipping company Benelux Overseas has ordered two liquefied petroleum gas (LPG) carriers of 40,000cu.m from South Korea's Hyundai Mipo Dockyard. The order is worth an estimated US\$46.7 million per ship. They will be delivered in 2023. The contract includes option for an additional vessel. Benelux Overseas is part of the group around shipowner Kostas Angelou.

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 Web www.hmd.co.kr

SINGAPORE Design work starts on all-electric tug

Singapore based companies Vallianz Holdings and SeaTech Solutions International have agreed a two-year memorandum of understanding to develop an environmentally friendly harbour tug. The all-electric tug, based on SeaTech's EVT-60 design, will have the goal of zero carbon emissions. With an overall length of 26m and beam of 12.8m, the tug will be equipped with Azimuth propulsion. It will have a bollard pull of 60 tonnes with service speed of 12 knots using high-capacity electric battery modules. Upon completing development of SeaTech's EVT-60 design for the tug, Vallianz intends to utilise the

group's subsidiary shipyard, Vallianz PT USP, to begin preparation work for potential clients and vessel owners who are interested in constructing the vessel. The design will be carried out in accordance with rules of the American Bureau of Shipping (ABS).

CONTACT

Vallianz Holdings, Head Office 3A International Business Park, #01-13 Icon@IBP, Singapore 609935. Tel. ++65 69 11 62 00. Fax ++65 66 59 12 92. Web www.vallianzholdings.com

NORTH AMERICA

UNITED STATES

New ferry concept with green fuel

U.S. yard All American Marine is building a 70m long ferry with hydrogen fuel for operation in San Francisco Bay. The vessel has been ordered by Switch Maritime, a North American investment company, and is due to be delivered in autumn 2021. The vessel, named Sea Change, will have Cummins hydrogen fuel cells. It will carry 84 passengers at high speed and will be the flagship for a planned future fuel-cell-powered fleet, transporting commuters around the bay of San Francisco. It will also demonstrate and test the potential of commercialisation of fuel-cell-powered marine vessels to the global maritime industry. The Cummins' 360-kW fuel cell can produce speeds up to 22 knots. The fuel cells are supplied with hydrogen from storage tanks, creating electricity to run the electric motors.

CONTACT

All American Marine, 1010 Hilton Avenue, Bellingham, WA 98225. United States. Tel. ++1 360 647 76 02. Fax ++1 360 647 76 07. Email sales@allamericanmarine.com Web www.allamericanmarine.com/

Work on U.S. supply tanker

Detyens Shipyards has been awarded a US\$11.5 million contract for a 50-calendar day refit on the U.S. Navy fleet oiler/supply tanker USNS John Lenthall (T-AO 189). The contract includes that, if exercised, would bring its total value to US\$12.3 million.

CONTACT

Detyens Shipyards, Inc, 1670 Dry Dock Ave, Bldg. 236, Suite 200, North Charleston, SC 29405-2121, United States. Tel. ++1 843 308 80 00. Email drydock@detyens.com Web www.detyens.com/

INSIDE REPORT

South Korea dominates new orders, new ship prices rise

South Korean yards won shipbuilding orders totalling 910,000 compensated gt (CGT) for 20 new ships in January 2021, winning 54% of total world new shipbuilding orders of 1.7 million CGTs or 66 vessels. This was sharply up from January 2020 when Korean yards won only 70,000 CGT of orders for only two new ships, said British analysts Clarkson. China followed in January 2021 with orders for 510,000 CGTs or 32 vessels and Japan with 260,000 CGTs for 12 ships. In January 2021, orders won by Korean shipbuilders included eight container ships with a capacity of more than 12,000 TEUs, two liquefied natural gas (LNG) carriers with a capacity of more than 140,000cu.m and

two very large crude carriers (VLCC). But the world order backlog dropped 3% from December 2020 to 69.78 million CGTs at the end of January 2021. Chinese shipyards have the largest order backlog of 24.59 million CGTs, followed by South Korea with 21.88 million CGTs and Japan with 8.3 million CGTs. Yards are achieving higher vessel prices. The Clarkson Newbuilding Price Index rose 1 point from December 2020 to 127 points in January 2021. Prices of VLCCs, S-max oil tankers, container ships and LNG carriers all increased. The business climate for shipping companies is improving. Clarkson Research forecast this year's volume of cargo to be transported by sea at 11.9 billion tonnes, up from 11.3 billion tonnes in 2020.

State support for yards agreed during slowdown

Japan's Government has approved state financial aid to support Japanese shipbuilders, at a time when the industry has been seeing a decrease in orders amid the coronavirus pandemic. A bill to be sent to parliament revise the shipbuilding law calls for shipbuilders to receive tax reductions and state financial support if they draw up plans to improve productivity and promote business restructuring. The plans from the yards must be approved by the transport minister.

Cooperation expanded in European naval vessel building

Spanish yard Navantia has agreed to take part in development of the European Control Corvette, a pan-European project to develop a new light naval vessel. Navantia has signed a memorandum of understanding for cooperation with the Naviris consortium which is heading vessel development. Naviris is a 50-50 joint venture between French yard Naval Group and Italy's Fincantieri. At 100m length and 3,000 tonnes displacement, the European Patrol Corvette will replace several classes of ships, from patrol vessels to light frigates in participating countries. It is meant to be a coast guard-type ship able to perform missions including border control and show-of-force in Europe's waters. The ship is expected to enter operation in 2027. The programme has been advancing through the EU's Permanent Structured Cooperation framework, or PESCO, whose goal is to create joint industrial capabilities across the continent. Companies participating in PESCO projects have access to financial support from the multibillion-dollar European Defence Fund. Italy has the lead on the patrol corvette project. The Governments of France, Spain and Greece have already joined, and Portugal is reportedly considering joining. All participating navies are expected to submit their design requirements this year, according to Naviris. The idea is to find a design which meets all the national requirements.

More job losses in European shipbuilding

German Naval Yards in Kiel is to cut 134 jobs because of the slowdown in shipbuilding and the economic impact of the coronavirus pandemic. The move means that about one in four of the yard's 500 jobs will be cut. Talks have been underway for six months about the job losses between the yard, its employees' council and the labour union IG Metall Küste. People hit by the cuts will be offered a place in a temporary employment company while they seek other work. German Naval Yards also said it plans new investment

in Kiel to secure the yard's future. There had been reports that about 200 jobs would be cut.

European concept for U.S. wind farm vessels

Finnish group Wärtsilä has announced a new design of wind farm support vessel aimed at the United States market. The vessel will be Jones Act compliant. Under the Jones Act, ships operating in U.S. domestic waters must be built in the United States. With wind energy expanding strongly in the United States, U.S. vessel owners and operators are taking a more strategic long-term view in terms of investments, said Wärtsilä Marine Business. The next generation of vessels must be able to take advantage of technological advances as and when they become available. The design integrates a range of Wärtsilä's green systems and solutions, including shore-charging systems and a hybrid powertrain employing a containerised battery-on-board energy storage system. This allows for peak shaving, helping the engines to run at optimal load, thereby lowering both emissions and maintenance costs. The design also includes space for the integration of potential future powerplant and fuel technologies such as hydrogen fuel cells.

Offshore yard takeover in Europe, wind sector in view

Two offshore fabrication yards in Scotland have been bought by British yard group Harland & Wolff, a subsidiary of InfraStrata Plc, in an 850,000-pound (US\$1.1 million) deal. The yards are Burntisland Fabrications (BiFab) in Methil and the Isle of Lewis. It is hoped the yards can win contracts for offshore wind projects and shipbuilding under new ownership. Mr John Wood, chief executive of InfraStrata, which also has yards in Belfast and west England, said: "With this acquisition we now have a footprint in Scotland, which is the hotbed for major wind farm projects as well as for shipbuilding programmes." Trade unions welcomed the deal, but called for more state support for the British offshore wind sector.

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