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Photo: Lürssen

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Great success in healthy niches

The combination of the specialization and cooperation of the German shipbuilding industry is an important factor for the success of it. Also important are the highly skilled people and the experience of building today's high-tech products. By **Reinhard Lüken**

The maritime industry is the key to reap the vast benefits from utilizing the opportunities at sea. Complex technology is always required – be it the use of oceans and seas as simple traffic routes or economic areas e.g. for energy production or tourism. New technologies and applications at sea have the potential to constantly create new markets and constitute a reliable driver of growth.

The German shipbuilding & oceans technology industry offers excellent conditions in these fields as it has highly specialized experts along the entire supply chain at its disposal like no other country.

In Germany's maritime industry, with many small and medium-sized enterprises, success is based on the combination of specialization and cooperation which results in great technical expertise, high-quality standards, continuous innovation efforts, and high-quality products. Excellent project management skills, which ensure timely and technically perfect final delivery, are part of the core competencies as much as the continuous adaptation of the product portfolio to changing customer requirements.

Reinhard Lüken, General Manager of the German Shipbuilding and Ocean Industries Association (VSM)

Different ship types

In recent years, eco-friendly cruise vessels, the hitherto largest offshore seismic vessel for the exploration of oil and gas, the longest private mega yacht and the most modern research vessel in the world, submarines powered by fuel cells and elaborate cable ships and offshore converter platforms were successfully delivered. These are just a few examples of today's high-tech product portfolio by the German shipbuilding & marine technology industry, which has successfully established in healthy niches in the global market.

A careful treatment of the marine environment – in ecologically ever more sensitive areas such as the Arctic and the Northern Sea Route – is given high priority because such a record of success can only be achieved and secured in the long term with innovative, efficient and environmentally friendly technology.

One of the world's most advanced and most highly specialized rescue vessels – this year's »Ship of the Year«, »Murman« – is another excellent example. This ship has already been awarded the Russian State Prize for achievements in the field of transport and transport infrastructure in the category »best innovative solution«. It qualifies for the ice class icebreaker 6 like its sister »Beringov Proliv«. »Murman« will be employed for rescue missions and patrols on the Northeast Passage around Murmansk. The vessel's high-tech equipment enables the crew to perform search and rescue missions as well emergency towage even under extreme weather conditions. An on-board hospital allows the medical treatment of rescued people. Moreover, both ships are equipped with technology for seabed research and investigation of damaged objects at depths of up to 1,000 m.

»Murman« combines German quality and leading-edge technologies and shows that the German companies offer high-class innovative products at competitive prices and coordinate international projects successfully.

Export Initiative GeMaX founded

Whereas German engineering has a strong international reputation, its marketing and sales approach is sometimes less-nown. With the German Maritime Export Initiative, GeMaX, maritime producers from Germany have teamed up to jointly present themselves to new customers around the world. The initiative is hosted by VSM. As a unique approach, GeMaX combines manufactures and financial institutions in order to offer equipment based finance. GeMaX supports costumers in their sourcing activities in Germany. By cooperating with the well-known shipping department of KfW IPEX-Bank, Global customers can access equipment-based finance, which is leveraged corresponding to the procurement volume from German manufacturers. That way, GeMaX brings together excellent technology and new sources of finance. ■

www.german-maritime-export.de

Inconsistency in world shipbuilding

The international shipbuilding market is more stable again. The decline between 2012 and 2014 could be stopped. Mainly big container vessels have been ordered and the sizes of nearly all ship types rose

The global economic recovery has not gained momentum, yet. After further negative adjustments of its forecasts the IMF estimates just 3.1% growth rate for the global economy in 2015. World trade is lacking drive. The forecasts were also corrected for the worse, so that the estimation in late 2015 is a growth rate of 3.2%.

These low growth rates in the global economy therefore do not qualify for new impetus in investment behaviour in the shipping industry. Favourable financing conditions with constantly low interest rates and low bunker prices did little to change this situation. On the other hand, the decrease in oil prices, overcapacity in individual market segments of the world merchant fleet, and high order backlogs had a negative impact on the propensity to invest. The overcapacity problem further depresses freight rates.

Incoming orders

With 1,564 orders, the decline augmented annualized (-25% by number) and turned out to be more profound than after CGT values (-9% or 31.1 mill. CGT), as the trend to build ever larger ships continues particularly with container ships.

Despite the hitherto existing downward trend, new orders increased in the third quarter disproportionately compared with the first half of the year. As a background it may be suggested that many shipowners have pre-drawn orders to avoid new stricter emission limits (Tier-III regulations for NO_x) as of 1 January 2016. Since the increases were largely due to stronger domestic contract awarded in China and Korea, it is also to be assumed that these were supported by government incentives as countermeasures to the slump in demand.

China's CGT market share fell for the first three quarters in 2015: from almost 40% in recent years to some 30% now (9.3 mill. CGT, 509 newbuilding contracts). Korea is in second place. Here the market share accounts for over 28% (8.8 mill. CGT, 220 newbuilding contracts) and thus proves relatively stable. Japan, third in the world, was able to expand its market share in CGT to now also 28% (8.7 mill. CGT), but received significantly more new orders in total (379) than Korea. Finland and Germany, both dominated by the Meyer Group shipyards, ranked fifth and sixth after the Philippines in fourth position (4%).

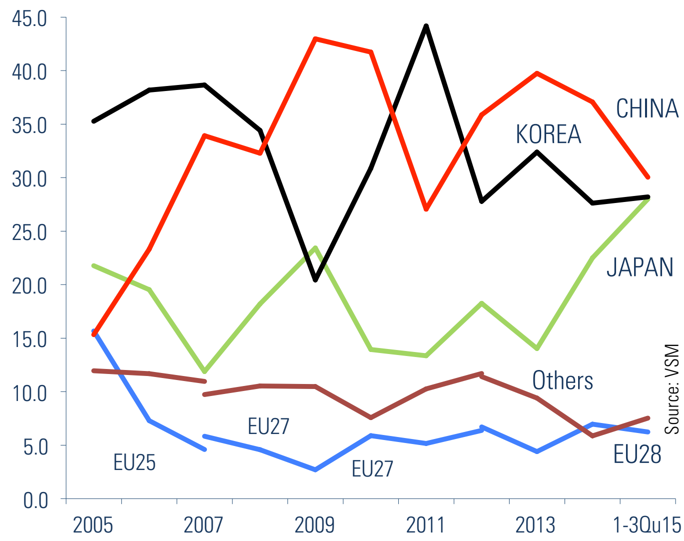
Most new orders measured in CGT were commissioned by shipowners from China (incl. Hong Kong). Their CGT market share was at 15% (4.5 mill. CGT, 165 orders) for the same period. Though customers from Japan realized a higher number of 175 orders, their CGT-market share of all orders amounted but »only« to 14% (4.4 mill. CGT) because these ships were smaller vessels on average. With a market share of 10% (3.2 mill. CGT, 113 orders) Greece was in third place of the purchasing nations. Despite its great significance in shipbuilding, Korea ranked only eighth behind Germany with also 3%. Korea placed 33 orders and a tonnage of 0.9 mill. CGT (3% market share).

For the purchasing nations China, Japan and Korea, a high proportion of domestic orders could be noted. As for Korea, 98% (CGT) of all orders were awarded to domestic shipyards. In Japan, there were 82% and in China 78%. In reverse, domestic orders in Korea amounted to 10% of all orders, in Japan it was 41% and in China 38% of the shipyards' order volume was domestic orders. These figures visualize that the shipbuilding companies of these countries benefit from state subsidies for the shipping companies to a large extent. By contrast, orders by German shipowners were nearly 100% awarded to foreign shipyards.

When considering new orders by type of vessel very different trends could be traced. Container vessels enjoyed the biggest demand for the first three quarters in 2015, reaching a sharply increasing market share which rose from 13% in 2014 to 32% CGT market share (9.9 mill. CGT, 233 orders). The »Super-Post-Panamax« units took the lead and thus vessels of 10,000 and 21,000 TEU totalled 117 orders and 7.9 mill. CGT (80% of the CGT volume of all container ships). The share of crude oil tankers significantly increased with 168 new orders (5.5 mill. CGT). These vessels constituted the second largest market segment with approx. 18%. RoRo cargo ship orders also developed well while the share increased to 6%.

In contrast to growth segments mentioned some significant drops in demand were recorded for other ship types. Although bulk orders totalled 263 newbuilding contracts (4.5 mill. CGT) and a CGT share of almost 15% of incoming orders and thus continues to be an important market segment, compared with the previous year (33%), the bulk share, however, has more than halved. Causes may be found in the commodity markets which show reduced need and in overcapacity in the fleet. As for offshore vehicles, the industry also faced slumps in demand. Since 2012, the respective CGT market share fell from 16% to only 4% for the first three quarters in 2015. In the current period 173 new orders (1.3 mill. CGT) were awarded for this type of ship.

Despite the upturn in demand during the third quarter, newbuilding prices have not improved. The Index of Clarkson Research listing the prices of standard new vessels has declined by



Market shares of incoming orders (CGT) in %

approx. 6% points in the first three quarters. However, the extent of the price decline was very different depending on vessel type and size. The largest decreases were registered with bulk carriers.

As for the Asian shipbuilding countries in particular, the lower order volume as well as the increasing shipowner resignations of their orders have led to substantial financial problems at the shipyards. Bankruptcies, billions in losses and overindebtedness of the shipbuilders accumulated for the year and provoked the governments and state-controlled creditor banks to start restructuring actions at the expense of the treasury. As an example the Korean shipyard Daewoo Group is to be mentioned, which is now saved for the third time by the state-owned banks since the 80s to prevent a closedown. This is again taking place without a much-needed reduction in capacity.

Photo: Tim Johannsen

The market share of Korean shipyards like Samsung Heavy Industries remained relatively constant at 31%

Deliveries

The global decrease in production from 2012 to 2014 did not continue in the first three quarters in 2015. With regard to the number of 2,213 ships delivered during this period, deliveries on annualized basis were comparable to those of the previous year. Due to the increasing ship size, the tonnage amounted to 30 mill. CGT, however this was a 10% increase compared with last year.

As before, China had the lead in the first three quarters with 736 deliveries and a tonnage of 10.6 mill. CGT in the shipbuilding countries' ranking with a CGT market share of 35%. The Korean and Japanese shares remained relatively constant at 31% and 19%, respectively. The Philippines rank fourth and achieved a share of almost 3%. German shipyards were not listed among the top ten shipbuilding nations. Together the SEA-Europe members reached 5%.

Bulkers continued to dominate deliveries and had the largest CGT market share of all types of vessels with 32% (532 delivered ships with 9.7 mill. CGT). After the sharp cutback in completion from 2012 to 2014, these deliveries gained ground again extrapolated for the year as a result of extensive award of contract in the years 2013 and 2014. This again gave rise to the overcapacity problem. Even the tanker segment grew over the previous year. Crude oil tankers increased their CGT market share to 6%, while product and chemical tankers climbed to 8% and gas tankers to 10%. Container ships were in focus and increased their CGT share of 14% in 2012 to currently 22%. Offshore vehicles were subject to losses for the first three quarters – extrapolated to the full year. This was mainly due a result of falling oil prices. Compared with last year, their share fell by over 3% points to currently approx. 8%.

Order backlog

At the end of the third quarter 2015, the order books were slightly below the level at year-end 2014 in total numbers (6,105). The tonnage level rose slightly, fuelled by the ever larger ships reaching 111.9 mill. CGT. The order backlog volume in value totalled 296 bill. $ at the end of the third quarter, according to Clarkson Research. Thus, the figure was only slightly below that at the end of 2014 (324 bill. $).

Despite lower losses compared with the end of 2014 the Chinese shipyards had the largest backlogs with 2,406 orders and 40.3 mill. CGT (CGT share of 36%) by the end of September. Korea's shipyards achieved a slight increase in volume with 821 orders and 31.5 mill. CGT which represented 28%. The Japanese shipbuilding companies improved their backlog to 969 ships with 17.4 mill. CGT and thus increased their stake to 19%. Behind the shipyards of the Philippines and Brazil (2% each), the German shipbuilding made it to 6 th position with 1%.

At the end of the third quarter 2015 bulkers still dominated global order books. Both in terms of CGT and in total this type represented around a quarter of the portfolio (28.3 mill. CGT, 1,466 orders). Container ships formed the second largest segment at 18% CGT market share (19.7 mill. CGT). Due to the dominance of large units, however, container ships in total numbers (505 vessels) only had a market share of 8%.

Likewise gas tankers had a 15% CGT share and a 6% share of the total backlog. In contrast, offshore vessels with 17% market share were equivalent to the second largest segment next to bulkers, while the offshore CGT share with 9% was significantly lower. The same was true for the other non-cargo-carrying vessels with a share of almost 17% (3% according to CGT).

Stable order situation in Germany

Overall, the order situation of German maritime shipbuilding had relatively positive results in civilian shipbuilding during the first three quarters in 2015. However, large discrepancies between individual companies occured. New orders remained stable compared with 2014 showing potential to surpass previous year's figures by more and already generally known orders for the final quarter.

In the first three quarters German shipyards received six new contracts with a volume of 507,000 CGT worth 2.9 bill. €. Almost 100% of the order volume came from foreign customers. Deliveries included seven vessels with a volume of 208,000 CGT worth 1.0 bill. €. In addition, three platforms for offshore wind farms worth 0.3 bill. € were delivered.

Backlogs have increased both by CGT and in value at the end of the third quarter 2015 compared with late 2014. At the end of the third quarter a total of 38 orders were still in the German maritime order book with a tonnage of 1.9 mill. CGT worth 12.1 bill. €. Two contracts for offshore platforms gave rise to the total value of the order backlog of 12.5 bill. €. In terms of value of the product segments passenger ships with 64% and yachts with 27% had the largest specific share in the order backlog of German yards. These were followed by offshore vessels with 4% and offshore platforms with 3%.

The German shipyard's total revenue (enterprises with more than 50 staff including boat, yacht and inland shipbuilding, naval and repair/retrofit) totalled 3.1 bill. € for the first three quarters. Against the background of the relatively prosperous previous year (6.4 bill. €), revenues were relatively low projected for the whole of 2015. However, a corresponding employment slump has not occurred. Timing factors in settlement often result in strong fluctuations in quarterly and annual revenues due to the differing volume of respective orders. An overall stable situation is reflected by the development of employment which increased by 1% from December 2014 to September 2015 (17,900 to 18,100).

The situation of the companies in the German maritime shipbuilding supply industry is difficult. The more export orientated individual companies acted towards Asian shipbuilding countries, the more they were affected by the global slump in demand. The low price of oil and the turmoil surrounding the Brazilian state-owned oil company Petrobras, as well as the sanctions in Russian business have particularly seriously affected the offshore industry and stopped many projects. Ongoing economic policy events, such as the persistence of the crisis in Greece, the large refugee onslaught in Europe in particular, growing nationalism in many countries and the growing threat of international terrorism pose additional risks for economic development in the recent future. *VSM*


One competence of the Nordic Yards Group is the construction of HVDC platforms

Photo: Nordic Yards

Successful year in tough markets

German shipyards are recognized internationally for constructing cruise ships, mega yachts and specialized vessels. Some of them have long-term customers who appreciate the German know-how and quality.

By ***Thomas Wägener***

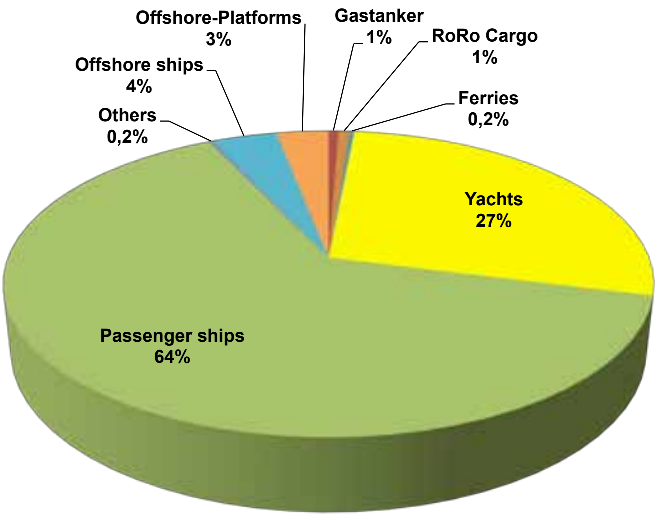
Last year German shipyards have delivered many newbuildings of different types and got orders for other vessels to be delivered in the years ahead. For this reason, the German shipbuilding yards mostly consider 2015 a successful year. Mainly specialized vessels and cruise ships were handed over to the customers. Building megayachts and the construction of warships are still important pillars of the German shipbuilding industry.

The shipyard group combining Meyer Werft in Papenburg and Neptun Werft in Rostock-Warnemünde built 13 vessels in 2015. Two cruise ships, »Anthem of the Seas« for Royal Caribbean International (RCI) and »Norwegian Eclipse« for long-term customer Norwegian Cruise Line (NCL), were built in Papenburg while eleven river cruise liners for US-based Viking River Cruises were delivered by Meyer's sister company Neptun Werft. In addition the cruise ship »Mein Schiff 4« for TUI Cruises was manufactured at Meyer Turku in Finland. This shipyard is now completely owned by Meyer. The takeover was realized in April 2015 after the Germans had already bought 70 % of the enterprise in 2014.

The market for constructing mega yachts is not constrained by the shipping crisis, because orders are usually placed by rich private investors. This will also benefit the two shipyards Abeking & Rasmussen (A&R) and Lürssen, recognized as international mega yacht builders. Last year in September, Lürssen delivered the »Golden Odyssey« of 123 m and »Lady Lara« measuring 91 m in length while A&R handed over 82 m long »Romea«. The yacht industry is very secretive so it is still difficult to get detailed information about projects and orders but some highlights in the order book are already known.

What Lürssen and A&R are for the yacht industry, ThyssenKrupp Marine Systems (TKMS) is for constructing naval vessels. Submarines are mainly built at the location in Kiel whereas surface vessels are mainly constructed at the Hamburg facility. Last year the submarine »Rahav« followed the »Tanin« delivered in 2014. It is the second of three submarines designed for the Israeli Navy. However, in the naval sector it is just as complicated to get information about projects and orders because many of the yards try to hide their projects from the public.

Building specialized vessels is another large segment for the German shipyards. Shipbuilder Fassmer delivered the gas-fuelled ferry »Helgoland« to the customer AG Ems/Cassen Eils in December 2015. Furthermore, the »Ernst Meier-Hedde«, the first of a completely new generation of 28 m rescue vessels designed for the German Search and Rescue Association (DGzRS), was built in Berne. In addition, the 43 m long offshore research vessel »Sultan« was handed over to Fugro OSAE which op-



Graphics: VSM

Order backlog of German yards at the end of Septemer 2015 according to the value of the product segments in %

erates in hydrographic survey. Another specialized vessel ist the »Amazon Conqueror«. This research survey vessel was built at Flensburger Schiffbau Gesellschaft (FSG) for Western Geco. The two ice-breaking salvage vessels »Murman« and »Beringov Proliv« built by Nordic Yards for the Russian Ministry of Transport define a specialized shiptype of their own, of course. The first, »Murman«, has been awarded ship of the year 2015 by HANSA. The construction of platforms for offshore wind farms is another core business area for Nordic Yards. Last year, three HVDC platforms have been constructed for Siemens Energy.

Again German shipyards acquired less orders for merchant vessels. One facility specialized in this type of ship is Ferus Smit located in Leer. Two multipurpose vessels, the »Nordana Sky« and »Nordana Star«, have been delivered to the customer Symphony Shipping. A third unit, the »Nordana Sea«, was christened in December. The shipping company has contracted other vessels to be built by Ferus Smit during the next years.

Last year the German shipbuilding facilities also built a lot of smaller vessels mainly for port authorities. Schiffswerft Bolle, located inland on the Elbe river, was awarded a major contract. The yard built nine vessels, mainly work boats, for different authorities. Schiffswerft Hermann Barthel, also located on the Elbe, also built some smaller maritime and inland waterway vessels for authorities. Some kilometres further down the Elbe Hitzler Werft in Lauenburg finalized the first two of four ice-breaking tug boats for Hamburg Port Authority (HPA).

Full order books for the future

According to German Shipbuilding and Ocean Industries Association (VSM), the value of the vessels ordered at German shipyards amounted to 12,5 bill. € by the end of September 2015. The largest percentage is taken by passenger ships (64 %), followed by yachts (27 %). In 2014 the value of passenger ships was 54,1 % and of yachts it was 32,9 %.

The shipyard group Meyer Werft still is number one in building passenger ships and river cruisers in Germany. In Papenburg, at the sister company Neptun Werft and in Turku, Finland, the group will build a total of 28 vessels until the end of 2021. Most of them are cruise vessels. Two of them, »Genting Dream« for Dream Cruises and the »Ovation of the Seas« for Royal Caribbean Cruises, will be delivered this year. The remaining units will follow during the next years, including two cruise vessels of a completely new design for the customer Aida Cruises. The return of the cruise company to Meyer Werft can also be valued as a success for the German shipbuilding market. A recent order for two cruise ships of the AIDAprima class had been placed in Japan. The building yard Mitsubishi Heavy Industries, however, wasn't able to finish the vesseles on time, so their delivery was delayed by several months.

This year Neptun Werft will deliver six river cruisers for long-term customer Viking River Cruises. Last year the company ordered another two vessels at Neptun Werft for delivery in 2017. Backed by these contracts the number of the so-called Viking longships will rise to more than 40.

Lloyd Werft located in Bremerhaven has also received orders for new ships. The yard will build four 100,000 gt cruise vessels for Crystal Cruises and four river cruisers for sister company Crystal River Cruises. In recent years the shipyard mainly did repair works, so the order can be seen as a positive signal for the German shipbuilding industry. In the beginning of this year, Lloyd Werft announced the complete acquisition by the Hong Kong-based Genting Group, parent company of Crystal Cruises. According to shipyard board member Rüdiger Pallentin the acquisition by the Asians will ensure the shipbuilding location Bremerhaven for decades. Pallentin said that orders with a value of about 2 bill. € are associated with the takeover. The Genting Group had bought 70 % of the shipyard in September 2015 and the remaining 30 % at the end of the year after buying Crystal Cruises in summer.


Photo: Scheer

The first new search and rescue vessel built by Fassmer


Photo: Meyer Werft/Michael Wessels

»Ovation of the Seas« at Meyer Werft in Papenburg

In addition to the mega yachts in the order book, Lürssen was destined to build about 100 patrol vessels for the police of Saudi Arabia. According to industry insiders, the value of this order alone is approximately 2 bill. €.

At their faciliy in Hamburg TKMS is constructing four vessels for the German Navy. Furthermore, the third submarine for the Israeli Navy is scheduled for 2017. In addition, the same customer has placed an order for four corvettes. The Algerian Navy ordered two frigates and the Egyptian Navy four submarines. All of these orders contribute to the ongoing trend that customers from all over the world trust in the German shipbuilding market.

As for the market of specialized vessels the delivery of two well intervention vessels for the offshore industry is scheduled. The duo is being built by FSG for the Norwegian company Siem Offshore. Fassmer will deliver the »Fugro Venture« for Fugro N.V. and Nobiskrug is going to deliver the 145 m sailing yacht »White Pearl« very soon. Nobiskrug belongs to the shipyard group German Naval Yards, located in Kiel and Rendsburg. Formerly known as Abu Dhabi Mar (ADM), the group wants to attract naval ship and yacht orders.

In the merchant shipping sector Symphony Shipping is awaiting further multipurpose vessels constructed by Ferus Smit. Also this year, FSG is due to deliver the RoRo vessel »Searoad Mersey« to the Australian company Searoad Holdings, and Meyer Group acquired an order to build an LNG tanker for the Netherlands-based company Anthony Veder. The vessel will be constructed at Meyer's sister company Neptun Werft and is scheduled for delivery next year. ■

»Ship of the Year« from Nordic Yards

For the 32nd time, HANSA has issued its annual award »Ship of the Year« for the German shipbuilding market. This time, Nordic Yards Group is honoured for the multipurpose research and salvage vessel »Murman«

The newbuilding is one of two vessels, the Russian Ministry of Transport has ordered with the group with yards in Wismar, Warnemünde and Stralsund in December 2012. The construction of both »Murman« and »Beringov Proliv« started in September 2013.

Determining factors for the award are the hightech equipment and the design, which enable the vessel for a variety of applications. The »Murman« will be used by Russia's sea rescue service Rosmorrechflot for patrols and rescue operations in the Northeast Passage around Murmansk and is therefore as well a symbol of the modernization trend in the Russian arctic fleet.

The »Murman« is now following the German research vessel »Sonne«, for which HANSA awarded the Meyer Werft in 2014.

It has a length of 87.75 m, a width of 18.50 m, a draught of 6.50 m and features ice class 6, which enables it to break through ice of a thickness of up to 1 m at a speed of 1.5 kn. Even under extreme weather conditions the sister vessels can carry out search and rescue missions as well as emergency towing, fire fighting and oil response operations.

The order is the result of Nordic Yards' strong focus on the Russian market. Owner and Managing Director Vitaly Yusufov had this in mind when he took over the insolvent Wadan Yards in Wismar and Warnemünde in 2009. Notwithstanding the economic challenges Russia is facing, the country's maritime agenda shows huge potential for the national and international shipbuilding market. Before the start of Nordic Yards, the three shipyards delivered more than 2,500 vessels, 1,600 of them to Russia. ■

»Ship of the Year« 1982–2015

Year	Type of ship	Name	Building yard
1982	Polar supply/ research vessel	Polarstern	HDW/WN
1983	Reefer vessel (»Ship of the Future« components)	Helene Jacob	Flender Werft
1984	Railway wagon ferry	Railship I	SSW
1985	Container vessel (»Ship of the Future«)	Norasia Susan	HDW
1986	Cruise ship	Homeric	Meyer Werft
1987	Conversion cruise ship	Queen Elizabeth I	Lloyd Werft
1988	Post-panamax container vessel	President Truman	HDW
1989	Yacht cruiser	Seabourn Spirit	SSW
1990	Mega yacht	Lady Moura	Blohm + Voss
1991	Mega yacht	Eco	Blohm + Voss
1992	Container vessel	DSR Baltic	Bremer Vulkan (BV)
1993	Baltic Sea ferry	Silja Europa	Meyer Werft
1994	Open-top container vessel	Norasia Fribourg	HDW
1995	Cruise ship	Century	Meyer Werft
1996	Cruise ship	Costa Victoria	BV/Lloyd Werft
1997	General cargo ship	Cathrin Oldendorff	FSG
1998	Cruise ship	Superstar Leo	Meyer Werft
1999	Reefer container ship	Dole Chile	HDW
2000	Fast cruise ship	Olympic Voyager	Blohm + Voss
2001	Cruise ship	Radiance of the Seas	Meyer Werft
2002	Frigate	Sachsen	Blohm + Voss
2003	Freight ferry	Tor Magnolia	FSG
2004	Navy research ship	Planet	Nordseewerke
2005	Cruise ship	Pride of America	Lloyd Werft
2006	ConRo ferry	Pauline	FSG
2007	Cruise ship	Aida Diva	Meyer Werft
2008	Cruise ship	Celebrity Solstice	Meyer Werft
2009	SWATH pilot vessel	Elbe	A&R
2010	Mega yacht	Eclipse	Blohm + Voss
2011	Freight ferry	Seatruck Progress	FSG
2012	LNG tanker	Coral Energy	Meyer Werft
2013	Mega yacht	Azzam	Lürssen
2014	Research vessel	Sonne	Meyer Werft
2015	**Multipurpose rescue vessel**	**Murman**	**Nordic Yards**

Rescue twins for the Arctic

In December 2012 Russia's Ministry of Transport placed an order with German shipbuilding company Nordic Yards for two multipurpose rescue and salvage vessels (MPRSV). »Murman« and »Beringov Proliv« belong to the best ships in their class, writes ***Krischan Förster***

Photo: Nordic Yards

Specifications

Type	Ice-breaking rescue and salvage vessel
Class	RMRS KM Icebreaker 6
Length overall	74.45 m
Breadth (moulded)	18.50 m
Depth	6,52 m
Deadweight @ 7.0 m	1,371 t
Gross tonnage	appr. 4,760 gt
Crew	38 persons
Propulsion	2 x ABB Azipod 3,500 kW
Main gensets	4 x 2,880 kW
Radius of actions	5,000 nm
Maximum speed	15 kn
Ice breaking capability	min. 3,0 kn / 1,0 m level ice + 20 cm snow
Helicopter platform	Ka-32
Cargo holds	appr. 715 m^3
Containers	12 FEU / 25 TEU
Cargo cranes	
main deck	SWL 32 t at 22,5 m
helipad	2 x 4,4 t at max. 12,5 m
A-Frame	1 x 80 t at 13 m outboard
Towing winch	1 x 100 t
Anchor / mooring winches	2 x 10 t
Mooring capstans	2 x 10 t
Means of rescue	2 x 12–25 pers.
Rescue boat	1 x 6 pers.
High speed rescue	1 x 24 pers.
Lift rafts / MES	4 x 150 pers.
Diving complex	1 x up to 60 m, 1 x up to 120 m

After the successes in the offshore wind segment by constructing several converter platforms, Nordic Yards, a provider of large scale maritime projects, managed to expand its offshore oil and gas business by building these highly specialized vessels and thus secured about 1,500 jobs at its three locations in Wismar, Warnemünde and Stralsund on the German Baltic Sea coast.

With increasing interest in offshore energy in Arctic waters, Russia is currently assembling a fleet of rescue and salvage vessels. »Murman« and »Beringov Proliv« were built under the federal special-purpose programme for the FSI Sea Rescue Service of Rosmorrechflot. The latest newbuildings designed by Marine Engineering Bureau follow the delivery of »Spasatel Petr Gruzinskiy« finalized by domestic shipyard Amur Shipbuilding in 2014.

Each vessel is 88 m in length, at nearly 19 m gauge. The ships will be used by Russia's maritime rescue services for patrols and rescue operations in offshore oil and gas fields on the Northern Polar Sea Route. The »Beringov Proliv«, based in the harbour of Korsakow, will mainly operate in the Sakhalin region while the »Murman« will cover the North-East Passage around Murmansk. »With this Russian government order, we would like to confirm our good name in Russia and prove our commitment as a competent and reliable partner in the Arctic and the offshore oil and gas industry,« says Fred G. Wegener, Technical Director at Nordic Yards.

The vessels classed by the Russian Maritime Register of Shipping (RMRS) have to adhere to an extensive list of operational requirements. Thanks to their high-tech equipment they can perform search and rescue operations as well as emergency towing even in extreme weather conditions, while their on-board hospital facilities enable the medical treatment of those rescued. They are also designed to extinguish fires and combat oil spills.

Either at port or open water the unusual design with ice-breaker stem and cruiser aft end enables the units to break through ice with a thickness of 1 m. In addition, the vessels contain technological instruments to explore the seabed and damaged objects in water depths of up to 1,000 m. Underwater engineering operations with divers to a subsea level of 120 m are feasible. Both have an extended helipad on the bow, an enlarged double-tier forecastle and are fitted with daughter craft and rescue boat systems by davit international. Two 32 t lift knuckle-boom cranes and an 80 t »A«-frame mounted crane are located aft. Berths are provided for 26 crew and 12 staff along with provision for 95 potential survivors.

Financing was provided by the Russian state, the total volume of both orders amounted to 150 mill. €. Swiss-based ABB Group won


Photo: davit international

Both newbuildings are fitted with daughter craft and rescue boat systems by davit international

the 20 mill. € contract to supply the propulsion system including twin 3.5 MW fully-rotating thrusters with fixed-pitch propellers, main switchboards, drives, bow thrusters (two 1.4 MW) and four diesel generators with a capacity of 10.6 MW. Two AC motors provide a total propulsive power of 7 MW and a maximum speed of 15 kn when fully loaded.

Multifunctionality and the extremely high level of equipment – especially when the amount of equipment installed in smallest space is considered – were most important. An exceptional bollard pull of 100 t is another distinct feature. For vessels of this size a 30 t bollard pull is considered »normal«. Due to the high icebreaker class each ship may travel in DP 2 mode. Another highlight is the powerful main winch on the A-frame, ready to lift up to 80 t objects from the water surface. Also the diving equipment aboard is a rare design compared with respective vessels. During construction, the shipyard has been working closely with Russian suppliers, among others Vniir (automation), Furuno Russia (nautical), Transas (control software) or Sormec. Davit Internationale delivered To meet the highest environmental requirements an »Ecomotive« sewage treatment plant by Jets that uses moving bed biofilm reactor (MBBR) technology as well as the vacuum sanitary system were installed by Steinbach Ingenieurtechnik. »These ships are capable of fulfilling the highest requirements,« stated Vitaly Yusufov, the owner of Nordic Yards. ■

»Russia continues to be a strategic market«

In an interview with HANSA, Vitaly Yusufov, owner of the shipyard group Nordic Yards, explains the specifics in the construction of »Murman«. For the future, he continues to rely on the Russian market, but also sees potential in other segments such as cruise

Which of your shipyard's achievements are you particularly proud of in the construction of the two vessels?

Vitaly Yusufov: First of all I would like to highlight this – we are very proud indeed. Two unique, technologically complex rescue ships were built, high-tech vessels with a worldwide unique range of services. It was necessary to manage the shipyard's long-standing expertise in a complex process together with a large number of outfitters, equipment suppliers and Russian partners. The result are two of the most modern ice-breaking rescue vessels in the world. And these are now also awarded, first in Russia, and now also in Germany, which pleases us.

Which was the greatest technical challenge?

Yusufov: The equipment level aboard the ships is very sophisticated and very complex, which was a challenge in itself. Moreover, everything has been installed in the smallest space. The latest technologies were required for this, both for the design and the manufacturing process, as well as for the intended use in Arctic waters. Russian rescue and navigation equipment had to be linked with German know-how, and, as usual for icebreaking vessels, this adheres to highest standards.

Are there any signals for further orders from the Russian market? How big is the influence of sanctions against Russia and the general economic situation on the original expectations and future prospects?

Yusufov: The »Murman« and »Beringov Proliv« are part of a national transport development programme. There is a very concrete need for these ships and great confidence has been placed in us by the order. We could justify this trust, the customer is very satisfied. This is an important signal for us. Nordic Yards is always ready to talk about further projects and cooperation and we are willing to continue to offer the Russian transport industry high-class innovative products at competitive prices – also in cooperation with Russian shipyards.

How big is the potential in case of a positive change?

Yusufov: Based on the efforts in policy – just take the aspirations of our home state of Mecklenburg-Vorpommern to organize a second Russia Day in times of sanctions – and the great interest of the German and the Russian economy, we are convinced that there will be effective collaboration again. We support this explicitly. Given Nordic Yards as an example, the significance of this process is easily understood. For the last six years Nordic Yards has handled about 100 project offers for the Russian market, which represents a share of about 20 % in the sales focus. The percentage of sales of the Russian business (construction, refit and repair of vessels) amounted to about 30 % at the same time. Russia continues to be a strategic market.

What are the business areas and markets in focus of Nordic Yards after the offshore sector has plunged into a crisis?

Photo: Nordic Yards

Vitaly Yusufov, owner of the Nordic Yards group

Yusufov: The market changes of recent decades in shipbuilding were partly dominated by crises, they were dramatic and – in a negative sense – unique, but after some time this mode was perceived as a »normal« state where you have to develop business and convince other stakeholders of this new »normality«. Our learning curve in this time included to get informed, to invest, to readjust, to pass one or other transformation process, and we have come to the conclusion that this will never really end.

The new challenge is rather to be much faster and more flexible when adapting to market conditions, to utilize »windows of opportunity«. Global uncertainty is large and politics and the global economy have massive influence on our business. The oil price is at a record low, the economic sanctions against Russia are still effective, the value creation potential triggered by energy transition is relocating abroad. Thus almost all strategic Nordic Yards business areas are affected by sharp slumps within a short time. The drama intensified in the course of last year with orders which seemed to be sure not obtained for some sales projects. The reasons were always the advantages of foreign competitors with respect to marketable financing instruments. The shipyard's expertise was

Photo: Nordic Yards

Wismar is one of the three locations of Nordic Yards

never doubted. To act under these difficult conditions is a real challenge.

On the other side, prospects in new business segments occur which are often unpredictable, at least short-term. Thus, for example, thanks to the positive market development for cruise, many potential customers requested orders in the last few weeks, requests which have significantly matured in project development and which may see a decision timely on the part of the customer. In addition to our references and our image we try to convince with our free capacity in the negotiations. Therefore, a disadvantage could turn into an advantage since punctual deliveries of the necessary quality become feasible only this way.

How concrete is the envisaged cooperation, e.g. with Lloyd Werft in Bremerhaven?

Yusufov: We are in intensive talks on concrete cooperation.

Do you want to further expand your shipyard network or downsize it – or is the present size just right?

Yusufov: At present, the current size is just right. The future efficient organization depends on quite a few market factors. As I said, the situation is nothing new for us. It will be necessary to adapt in time to flexibly exploit market opportunities and to risk new ways of thinking.

Interview: Krischan Förster

»Good experience with cooperation«

Since its foundation in 2013 the Bremerhaven based shipyard alliance German Dry Docks has taken root in the market. For the future the association envisages sustained growth

German Dry Docks (GDD) is satisfied with the recent development. »2015 was a good year for us, both in terms of capacity utilization and financial result,« managing director Guido Försterling says. According to Försterling the repair, refit and dock network based on former traditional shipyard Rickmers and MWB Schiffstechnik is well prepared for future challenges. By focussing on single source services related to ship and machine the network plans stand out from market competitors. However, some growth measures will thus be needed for medium to long-term competitiveness.

GDD sees potential for increasing business at home and abroad. A first step has been the acquisition of Rotterdam Ship Repair (RSR) last year. RSR is a provider of mobile repairs. In the face of ship transport in ever more closely coordinated time, there is increasing demand for this business. Following this strategy »Service Point Kiel Canal« had been founded two years ago already, which is a network of initially 20 companies focussing on the coordination of service and repair work in the Kiel Canal. »For GDD, joining RSR has the advantage that we can realize direct access to a market of high importance for the German Dry Docks beyond a further development of our service offerings,« Försterling explains. There had been an extensive cooperation with RSR prior to the transaction. This is the strategy GDD is planning to pursue for the future. »Cooperation is part of our fundamental strategy. We have good experience with cooperation. Without such synergies, surviving in the market turns out to be difficult in the medium term,« the managing director says. For the current year the shipyard boss announces further expansion. Two sites will be added according to current plans. Quite promising discussions are thus being held. In the medium term GDD is heading for a global network for repairs at port and during voyages.

Inter alia, GDD will continue to strengthen its presence in the area of emission reductions, machine building and yacht refit. In addition, a standardized heightening in keel support (Kielpallen) to more than 3,400 mm has been realized already to enable underwater work with drive systems.

However, the plants on the outer Weser should remain an important site for the future. »The location is very good thanks to the many liner services in the region. In Bremerhaven we need and want to maintain the status quo and put the business on a solid basis.« GDD is thus willing to continue the »6-Docks strategy« and the competence network on site. *RD*

Bremerhaven will remain the main site for GDD

Photo: Scheer

German Dry Docks

Founded: 1 Januar 2013 by merger of Rickmers Lloyd Dockbetrieb and MWB Schiffstechnik
Capacity: up to six docks (including two docks via cooperation with shipyard Lloyd Werft)
Managing director: Guido Försterling
Shareholder: Petram-Gruppe (majority shareholder), Rönner-Gruppe

Deliveries & contracts of German shipyards in 2015

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} /L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
Abeking & Rasmussen Schiffs- und Yachtwerft Aktiengesellschaft, Lemwerder										**www.abeking.com**		
6498	Yacht*	Romea		2,312	1,650	81.20	12.60	3.35		2 x Caterpillar 3516B	16,5	06/2015
6499	Yacht *			2,600	270	72.25	12.40	3.90		2 x		07/2016
6500	Yacht (SWATH)			226	68	25.77	13.11	2.70		2 x MAN D2842LE		12/2016
6501	Yacht **			4,600	750	98.40	16.70	3.95				01/2017
6502	Yacht			2,000	400	74.50	12.80			2 x Caterpillar 3516B		2018
* in co-operation with Stahlbau Nord, ** hull built by Flensburger Schiffbau Gesellschaft (FSG)												
Schiffswerft Hermann Barthel GmbH, Derben										**www.barthel-werft.de**		
183	Workboat	Gereon	WSA Köln			23.23	8.84	1.10	2 x 279	2 x MAN D2866LXE40		05/2015
184	Workboat	Cassius	WSA Köln			23.23	8.84	1.10	2 x 279	2 x MAN D2866LXE40		02/2015
185	Regulatory/workboat	Hafenaufsicht	HPA Hamburg			16.80	4.60	1.40	529	MAN D2842LE403		02/2015
186	Ferry	Priwall IV	Stadtverkehr Lübeck		190 pass.	25.60	6.30	1.60	120 + 195	Iveco N67ENTM45.10kk + Schottel SP J57 RD		09/2015
187	Injection vessel	Utlandshörn	NLWKN		>100 t	23.00	7.00	1.20	2 x 375	2 x Scania DI 13		12/2015
188	Survey vessel	Seeadler	bremenports			16.10	4.94	1.30		diesel-electric Torque Marine, Scania DI13		12/2015
189	Water treatment ship (catamaran)					12.80	5.02	1.05	2 x 89	2 x Deutz BF4		03/2016
190	Pushed barge					14.30	5.02	1.02	–	without engine	–	03/2016
191	Pushed barge					14.30	5.02	1.02	–	without engine	–	03/2016
192	Sounding vessel (catamaran)		WSA Berlin			28.00	7.50	0.80		Schottel SRP		IV/2016
Blohm + Voss Shipyards GmbH, Hamburg										**www.blohmvoss.com**		
ARGE	Frigate F 125*	F 222 Baden-Württemberg	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2017
ARGE	Frigate F 125*	F 223 Nordrhein-Westfalen	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2017/18
ARGE	Frigate F 125*	F 224 Sachsen-Anhalt	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2017/18
ARGE	Frigate F 125*	F 225 Rheinland-Pfalz	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2018
* Subcontract from TKMS; bow section to be built by Lürssen and to be shipped to TKMS Hamburg												

Photo: Thomas Wägener

While »Baden-Württemberg« is at the outfitting pier, »Nordrhein-Westfalen« is still in the shipyard hall at Blohm + Voss

Photo: Abeking & Rasmussen

Abeking & Rasmussen has delivered mega yacht »Romea«. The company has three other yachts and a smaller SWATH on order

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa}/L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
Schiffswerft Bolle GmbH, Derben, Neuderben												**www.schiffswerft-bolle.de**
197	AquaCabrio	Bohemia Rhapso-dy	Prague Boats			45.00	7.50	0.90				05/2015
192	Work boat	Kiek Ut	WSA Bremen			12.28	4.20	0.85	169	Volvo Penta D7C TA	15	03/2015
193	Work boat	Lethe	WSA Bremen			12.28	4.20	0.85	169	Volvo Penta D7C TA	15	03/2015
194	Work boat	Lesum	WSA Bremen			12.28	4.20	0.85	169	Volvo Penta D7C TA	15	07/2015
195	Work boat	Otter	WSA Bremerhaven			12.28	4.20	0.85	169	Volvo Penta D7C TA	15	10/2015
189	Decked pram	DP 4244	WSA Bremen		150 t	25.20	8.00	1.50	–	without engine	–	02/2015
190	Decked pram	DP 4245	WSA Bremen		150 t	25.20	8.00	1.50	–	without engine	–	02/2015
191	Dumping scow	KP 4253	WSA Bremen		300 t	34.75	8.20	1.90	–	without engine	–	10/2015
196	Work pram	KL 180	WSA Bremen		10 t	13.50	2.50	0.75	–	without engine	–	07/2015
200	Work boat	Dwarsloch	WSA Hamburg			12.28	4.20	0.85	169	Volvo Penta D7C TA	15	12/2015
199	Work boat											
198	Passenger liner											
Theodor Buschmann GmbH & Co. KG, Hamburg												**www.theodor-buschmann.com**
	Tug *		Multraship Towage & Salvage			32.00			5,300	2 x ABC	14,0	03/2017
	Tug *		Multraship Towage & Salvage			32.00			5,300	2 x ABC	14,0	03/2017
* Subcontact from Maaskant SY, to be completed in the Netherlands, in co-operation with Damen Shipyards												
Cassens Werft GmbH, Emden												**www.cassens-werft.de**
3301	Double-end-ferry	Frisia III	Reederei Norden-Frisia		1,348 pass., 60 cars	74.35	13.40	1.75	3,000	MaK 6M 32C	13,5	07/2015
Fr. Fassmer GmbH & Co., Berne/Motzen and Rechlin												**www.fassmer.de**
1865	Rescue vessel	Ernst Meier-Hedde	DGzRS			27.90	6.20	2.00	2 x 1,440	2 x MTU 16V 2000	24.0	05/2015
1889	LNG-ferry	Helgoland	AG Ems / Cassen Eils	1,750	400	83.00	12.60	3.60	5,000	2 x Wärtsilä DF20	20.0	12/2015
6040	Offshore survey coastal vessel	Sultan	Fugro OSAE	497	380	43.00	9.80	2.90	662	2 x MAN D2876 LE	11.0	05/2015
5090	Offshore survey vessel	Fugro Venturer	Fugro N.V.	2,729	830	71.00	15.40	4.50	3,124	4 x Caterpillar C32	13.0	II/2016
8080	OPV80 (material package) *		COTECMAR/ Colombian Navy			80.00					21.0	IV/2016
1875	Rescue vessel		German Maritime Search and Rescue Association (DGzRS)			27.90	6.20		2 x 1,440	2 x MTU 16V 2000	24.0	2017
1875	Rescue vessel		German Maritime Search and Rescue Association (DGzRS)			27.90	6.20		2 x 1,440	2 x MTU 16V 2000	24.0	2017
6060	3 x Rescue boat		German Maritime Search and Rescue Association (DGzRS)			10.10	3.60				18.5	2017
6044	6 x CPV44 (Design and material package)		Destini Shipbuilding Berhad/MMEA Coastguard Malaysia			44.00					24	2017/2018
* License, design and material package OPV80												
Ferus Smit Leer GmbH, Leer												**www.ferus-smit.nl**
417	Multipurpose	Nordana Sky	Symphony Shipping	7,000	10,500	122,50	17.00	7.95	3.000	MaK 6M 32	13.5	04/2015
418	Multipurpose	Nordana Star	Symphony Shipping	7,000	10,500	122,50	17.00	7.95	3.000	MaK 6M 32	13.5	08/2015
419	Multipurpose	Nordana Sea	Symphony Shipping	7,000	10,500	122,50	17.00	7.95	3.000	MaK 6M 32	13.5	12/2015
420	Multipurpose	Nordana Sun	Symphony Shipping	7,000	10,500	122,50	17.00	7.95	3.000	MaK 6M 32	13.5	04/2016
421	Multipurpose	Nordana Spirit	Symphony Shipping	7,000	10,500	122,50	17.00	7.95	3.000	MaK 6M 32	13.5	07/2017
422	Multipurpose	Nordana Space	Symphony Shipping	7,000	10,500	122,50	17.00	7.95	3.000	MaK 6M 32	13.5	02/2018
433	Multipurpose	Symphony Performer	Symphony Shipping	7,000	10,500	122.50	17.00	7.95	3.000	MaK 6M 32	13.5	2016
434	Multipurpose *	Symphony Provider	Symphony Shipping	7,000	10,500	122.50	17.00	7.95	3.000	MaK 6M 32	13.5	2017
The facility in Leer is a subsidiary of Ferus Smit in Westerbroek, NL. Newbuildings are shared between these two yards. * plus two options												

Ships made in Germany

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} /L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
Schiffswerft Fischer, Könnern												**www.schiffswerft-fischer.de**
3	Draining barge		WSA Berlin			34.00	5.10	0.80	–	without engine	–	I / 2016
German Naval Yards GmbH, Kiel												**www.german-naval.com**
	2 x Frigate *		Algeria Navy	3,700		121.00				combined diesel and gas		2016/ 2018
	4 x Corvette *		Israelian Navy	2,000		90.00						2019
* only bow section, subcontract from TKMS												
Lindenau Werft GmbH, Kiel												**www.lindenau.de**
repair yard												
Nobiskrug GmbH, Rendsburg												**www.nobiskrug.com**
787	Sailing yacht*	White Pearl*	A. Melnitschenko	10,000	1,450	145.00	24.88	8.00				01/2016
788	Accom. plattform*	Dan Tysk	Vattenfall, Stadtwerke München		50 persons	35.00	35.00					07/2016
* built at German Naval Yards, Kiel												
Flensburger Schiffbau-Gesellschaft mbH & Co. KG, Flensburg												**www.fsg-ship.de**
763	Research survey	Amazon Conqueror	WesternGeco	22,750	6,170	126.70	28.00	7.50	9,000	2 x Wärtsilä 9L 32		03/2015
765	Well intervention vessel	Siem Helix 1	Siem Offshore	21,500	12,500	158.00	31.00	8.50		8 x	17.0	2016
766	Well intervention vessel	Siem Helix 2	Siem Offshore	21,500	12,500	158.00	31.00	8.50		8 x	17.0	2016
768	RoRo	Searoad Mersey	SeaRoad Holdings	25,200	7,890	181.00	26.60	6.30	2 x 7,200	2 x Mak 8M46 DF	20.0	III/2016
768	RoRo *		SeaRoad Holdings	25,200	7,890	181.00	26.60	6.30	2 x 7,200	2 x Mak 8M46 DF	20.0	III/2016
* Option												
Hegemann Werft GmbH, Berlin												**www.hegemann-gruppe.de**
	Work boat	Ben	Wasser- und Kulturbau Leegebruch GmbH		1,5 t	13.50	4.90	0.85	89	Deutz MF4M1013		05 / 2015
Hitzler Werft GmbH, Lauenburg												**www.hitzler-werft.de**
830	Ice tug	Christian Nehls	Hamburg Port Authority (HPA)			18.00	6.00	2.20	558	MAN 2842LE412	10	12/2015
831	Ice tug	Johann Reinke	Hamburg Port Authority (HPA)			18.00	6.00	2.20	558	MAN 2842LE412	10	12/2015
832	Ice tug	Hugo Lentz	Hamburg Port Authority (HPA)			23.00	7.00	2.60	1,066	ABC 6DZC	11	08/2016
833	Ice tug	Johannes Dalmann	Hamburg Port Authority (HPA)			30.00	8.50	3.20	1,354	ABC 8DZC	12	11/2016
Kiebitzberg GmbH & Co. KG, Havelberg												**www.kiebitzberg.de**
	Research vessel (catamaran)	Astacus	BTU Cottbus-Senftenberg		4 t	8.27	2.55	0.57	8 kW	Kräutler ACR	10	05 / 2015
Lloyd Werft Bremerhaven GmbH, Bremerhaven												**www.lloydwerft.com**
	Cruise ship		Crystal Cruises	100,000	ca. 1,000 pass.							IV/2018
	Cruise ship		Crystal Cruises	100,000	ca. 1,000 pass.							IV/2018
	Cruise ship		Crystal Cruises	100,000	ca. 1,000 pass.							IV/2018
	Cruise ship		Crystal Cruises	100,000	ca. 1,000 pass.							IV/2018
	River cruiser	Crystal Bach	Crystal River Cruises		110 pass.	135.00	11.50					II/2017
	River cruiser	Crystal Mahler	Crystal River Cruises		110 pass.	135.00	11.50					II/2017
	River cruiser	Crystal Ravel	Crystal River Cruises		84 pass.	110.00	11.50					II/2017
	River cruiser	Crystal Debussy	Crystal River Cruises		84 pass.	110.00	11.50					II/2017

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} /L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
Lübecker Yacht Trave Schiff GmbH, Lübeck												**www.luebeckyacht.de**
240	Police patrol boat	WSP 23 Seeadler	WSP Berlin			13.50	3.80	0.80	2x169	Iveco N67	>35	11 / 2015
241	Plastic waste collecting vessel (catamaran)	Seekuh	One Earth – One Ocean			13.00	10.20	0.60				2016
Fr. Lürssen Group												**www.luerssen.com**
Fr. Lürssen Werft GmbH & Co. KG, Bremen-Vegesack												
13689	Yacht	Golden Odyssey		7,690	700	123.00	17.90	5.20	14,990	6 x MTU 16V 4000 M43S		09/2015
13690	Yacht	Omar		15,500	1,230	152.00	23.50	6.20				04/2016
13692	Yacht	Jupiter				130.00						
13693	Yacht	Thunder				110.00						
	Yacht	Palo Alto										2018
	Yacht	Redwood				139.00						2019
ARGE*	4 x Frigate F125		German Navy		7,000 (Displ.)	149.52	18.80	5.00	4 x 3,015	MTU 20V 4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2016/2018
* bow section to be built by Lürssen and to be shipped to TKMS Hamburg												
Lürssen-Kröger Werft GmbH & Co. KG, Schacht-Audorf												
13684	Yacht	Lady Lara	Alexander Machkevitch	2,999		91.00	14.35					09/2015
13688	Yacht	Mistral		2,999	430	91.00	14.35	3.80				05/2016
13698	Yacht	Sasha		2,850		85.00						10/2017
	Yacht	Thor				74.00	13.20	3.75				2016
Peene Werft, Wolgast												
	Aprox. 100 patrol boats (IPV60)		Police of Saudi Arabia									
Lux Werft und Schiffahrt GmbH, Niederkassel-Mondorf												**www.lux-werft.de**
206	Ferry	Siebengebirge	Fährgesellschaft Honnef Pool		600 Pass.	50.00	14.00		4 x 400	4 x John Deere 6090		07 / 2015
	Passenger liner	Seegold	Personenschiffahrt Giess & Giess		250 Pass.	32.00	7.80					2015
208	Passenger liner	Kelheim	Personenschiffahrt Stadler		540 Pass.	49.90	10.10	0.80		2 x Volvo Penta		12 / 2015

Photo: Fassmer

The offshore survey vessel »Sultan« was built by Fassmer. A bigger vessel of the same kind is due for delivery this year

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} / L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
	Passenger liner		Weisse Flotte Heidelberg		600 Pass.	59.00	10.60					2016
	Hull for passenger liner		Bayerische Seen-schifffahrt			21.00	3.90					2016
	Ferry		Bingen Rüdelshei-mer Fähr- und Schiffahrtsgesell-schaft		600 Pass.	62.00	17.20					2016

Werftgruppe Meyer — www.meyerwerft.de

Meyer Werft, Papenburg

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} / L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
698	Cruise ship	Anthem of the Seas	Royal Caribbean Cruise Line	167,800	10,500 (4,180 pass.)	348.00	41.40	8.50	67,200	2 x Wärtsilä 12V46DE 2 x Wärtsilä 16V46F	22.0	04/2015
693	Cruise ship	Norwegian Escape	Norwegian Cruise Line	164,600	ca. 4,200 pass.	324.00	41.40	8.60	76,800	3 x MAN B&W 12V48/60CR + 2 x16 V48/60CR	22.4	10/2015
694	Cruise ship	Norwegian Bliss	Norwegian Cruise Line	164,600	ca. 4,200 pass.	324.00	41.40		76,800	3 x MAN B&W 12V48/60CR + 2 x16 V48/60CR		2017
696	Cruise ship		Aida Cruises	180,000								2018
699	Cruise ship	Ovation of the Seas	Royal Caribbean Cruise Line	167,800	10,500 (4,180 pass.)	348.00	41.40	8.50		2 x Wärtsilä 12V46DE 2 x Wärtsilä 16V46F	22.0	2016
700	Cruise ship		Royal Caribbean Cruise Line	167,800	10,500 (4,180 pass)	348.00	41.40	8.50		2 x Wärtsilä 12V46DE 2 x Wärtsilä 16V46F	22.0	2019
707	Cruise ship		Norwegian Cruise Line	164,600		324.00	41.40			3 x MAN B&W 12V48/60CR + 2 x16 V48/60CR		2018
708	Cruise ship		Norwegian Cruise Line	164,600		324.00	41.40			3 x MAN B&W 12V48/60CR + 2 x16 V48/60CR		2019
709	Cruise ship		Aida Cruises	180,000								2020
711	Cruise ship	Genting Dream	Dream Cruises	151,300	ca. 3,300 pass.	335.35	39.70	8.30	76.800	2 x MAN B&W 12V48/60CR + 2 x16 V48/60CR DE	23.4	2016
712	Cruise ship	Genting World	Dream Cruises	151,300	ca. 3,300 pass.	335.35	39.70	8.30	76.800	2 x MAN B&W 12V48/60CR + 2 x16 V48/60CR DE	23.4	2017
713	Cruise ship		Royal Caribbean Cruise Line	167,800	10,500 (4,180 pass.)	348.00	41.40	8.50		2 x Wärtsilä 12V46DE 2 x Wärtsilä 16V46F	22.0	2020
	Cruise ship		Saga Cruises	55,900		234.24	30.80	7.30				2019
	Cruise Ship		Saga Cruises	55,900		234.24	30.80	7.30				2021

* order placed at Neptun, built in Papenburg

Neptun Werft, Rostock — www.neptunwerft.de

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} / L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
550	River cruiser	Viking Eir	Viking River Cruises		190 pass. 95 cabin	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
551	River cruiser	Viking Lofn	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
552	River cruiser	Viking Vidar	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015


Photo: Neptun Werft

River cruisers for Viking River Cruisers at the pier of Neptun Werft

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} /L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
553	River cruiser	Viking Skinir	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
554	River cruiser	Viking Modi	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
555	River cruiser	Viking Gefjon	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
556	River cruiser	Viking Ve	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
557	River cruiser	Viking Mìmir	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
558	River cruiser	Viking Vili	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2015
559	River cruiser	Viking Beyla	Viking River Cruises		98 pass., 49 cabins	110.00	11.45	0.95	3 x 588	3 x Scania DI16 + Schottel Pump-Jet	19.0*	03/2015
560	River cruiser	Viking Astrild	Viking River Cruises		98 pass.’ 49 cabins	110.00	11.45	0.95	3 x 588	3 x Scania DI16 + Schottel Pump-Jet	19.0*	03/2015
561	River cruiser	Viking Vilhjalm	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2016
562	River cruiser	Viking Kadlin	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2016
563	River cruiser	Viking Rolf	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2016
564	River cruiser	Viking Tialfi	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2016
565	River cruiser	Viking Alruna	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2016

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} /L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
566	River cruiser	Viking Egil	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2016
567	River cruiser	Viking Herja	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2017
568	River cruiser	Viking Hild	Viking River Cruises		190 pass. 95 cabins	134.90	11.45	1.60	2 x 994 2 x 492	2 x CAT32 ACERT 2 x CAT18 ACERT	20.0*	2017
575	LNG tanker		Anthony Veder			163.68	24.50	7.60		LNG	15.5	2017
578	Ferry	Wyker Dampfschiffs-Reederei			1.200 pass.	75.88	16.40				12.0	2018
Meyer Turku Shipyard Oy, Turku												**www.meyerturku.com**
1391	Ro-Pax ferry		Tallink Group	49,000	6,300, 2,800 pass.	212.00	30.60	7.50		LNG	27.0	I/2017
1384	Cruise ship *	Mein Schiff 4	TUI Deutschland	99,430	7,900, 2,500 pass.	293.60	35.80	8.05		2 x Wärtsilä 12V 46, 2 x Wärtsilä 8L 46F		05/2015
1389	Cruise ship *	Mein Schiff 5	TUI Deutschland	99,430	7,900, 2,500 pass.	293.60	35.80	8.05	45,200	2 x Wärtsilä 12V 46, 2 x Wärtsilä 8L 46F		05/2016
1390	Cruise ship *	Mein Schiff 6	TUI Deutschland	99,430	7,900, 2,500 pass.	293.60	35.80	8.05	45,200	2 x Wärtsilä 12V 46, 2 x Wärtsilä 8L 46F		2016
1391	Cruise ship	Mein Schiff 7	TUI Deutschland	111,500	7,900, 2,500 pass.	315.70	35.80	7.90	45,200	4 x Wärtsilä		2018
1392	Cruise ship	Mein Schiff 8	TUI Deutschland	111,500	7,900, 2,500 pass.	315.70	35.80	7.90		4 x Wärtsilä		2019
	Cruise ship		Costa Crociere	183,200	6,600 pass.	337.00	42.00	8.80		4 x	17.0	2019
	Cruise ship		Costa Crociere	183,200	6,600 pass.	337.00	42.00	8.80		4 x	17.0	2019

* former STX Finland order

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} / L_{pp} m	B_{mld} m	D m	kW/ HP	Engine Type	kn km/h	Delivery M./Y.
Neckar-Bootsbau Ebert GmbH, Neckarsteinach												**www.nebo.de**
	Police boat	Polizeiboot 5	WSP Karlsruhe		19 t	17.70	4.10	0.95	2 x 360	2 x MAN D2876LE407	50	07/2015
Neue Oderwerft, Eisenhüttenstadt												**www.neue-oderwerft.de**
	Decked pram	DP 4249	WSA Lauenburg		105 t	25.50	5.07	1.32	–	without engine	–	06/2015
	Decked pram	DP 4250	WSA Lauenburg		112 t	24.69	6.07	1.27	–	without engine	–	06/2015
	Decked pram	DP 4251	WSA Lauenburg		112 t	24.69	6.07	1.27	–	without engine	–	06/2015
	Dumping scow	KP 4259	WSA Dresden		70 t	30.00	5.00	1.30	–	without engine	–	II/2016
	Dumping scow	KP 4260	WSA Dresden		70 t	30.00	5.00	1.30	–	without engine	–	II/2016
	Traffic safety pram		WSA Mannheim						–	without engine	–	05/2015
Nordic Yards												**www.nordicyards.com**
Nordic Yards, Wismar												
203	HVDC converter platform	BorWin beta	Siemens Energy		24	72.00 (Topside)	51.00 (Topside)					03/2015
206	HVDC converter platform	HelWin alpha	Siemens Energy		24	75.00 (Topside)	51.00 (Topside)					04/2015
212	HVDC converter platform	SylWin alpha	Siemens Energy		24	83.00 (Topside)	56.00 (Topside)					07/2015
215	HVDC converter platform	DolWin gamma	Alstom		34	82.50	55.00					09/2016
217	Icebreaking salvage vessel	Beringov Proliv	Russian Ministry of Transport	4,760	38 Pass. 1,371	87.75	18.50	6.52	2 x 3,500	2 x Wärtsilä	15.0	12/2015
218	Icebraking salvage vessel	Murman	Russian Ministry of Transport	4,760	38 Pass. 1,371	87.75	18.50	6.52	2 x 3,500	2 x Wärtsilä	15.0	12/2015
Facilities in Rostock-Warnemünde and Stralsund (former Volkswerft)												
Pella Sietas GmbH, Hamburg-Neuenfelde												**www.pellasietas.com**
1297	Double-end-ferry*	Dami	Clipper Group	4,500	800	99.90	18.20	3.25	4,100	5 x Caterpillar C32	16.0	07/2015
* only hull, former J.J. Sietas order												The construction of an icebreaker and an icebreaking tug are currently on hold due to export regulations
Peters Schiffbau GmbH, Wewelsfleth												**www.peters-schiffbau.de**
691	Yacht*	IDynasty	Kusch Yachts	4,437	704	100.80	16.00	5.50			14.0	07/2015
692	Yacht *		Kusch Yachts	6,400	1,030		17.80		3,520	2 x MTU 16V 4000 M33F		12/2019
* built by Kusch Yachts. Projects repairs and conversions of all kind of cargo vessels and yachts.												
Rönner Group												**www.hr-gruppe.de**
Mützelfeldwerft GmbH, Cuxhaven												**www.muetzelfeldtwerft-nord-gmbh.de**
260	Crew/supply vessel	Offshore Taxi One	Offshore Taxi			24.00	8.00	1.60	2 x 375	2 x Volvo Penta IPS D11	27.0	04/2015
* Rolling jack constructed by Baltec Ship Design, Lübeck												
SET Schiffbau- und Entwicklungsgesellschaft Tangermünde mbH, Tangermünde/Genthin												**www.set-schiffbau.de**
195	Hydrographic survey vessel	Oland	LKN Schleswig-Holstein			22.50	6.50	0.95	220	Volvo Penta D9		II/2016
* built in Genthin												

Photo: WSA Bremen

Photo: WSA Bremerhaven

The sister vessels »Kiek ut« and »Otter« were built by Schiffswerft Bolle located on the river Elbe

Yard-No.	Newbuilding Type	Name	Owner	GT	tdw t	L_{oa} /L_{pp} m	B_{mld} m	D m	kW/HP	Engine Type	kn km/h	Delivery M./Y.
Stahlbau Müller, Spessart												**www.stahlbaumueller.de**
009	Ferry	Helene	Gernsheimer Rhein-fährbetrieb		100 Pass., 28–30 cars	62.00	14.30	1.10	4 x 190	4 x MAN D2866LXE40		12 / 2015
010	Passenger liner	Switzerland	SNG Lake Lucerne		200	26.00	8.00	1.20	2 x 200	Diesel-electric, Volvo Penta D13, 2 x 350 kW	18	10 / 2015
011	Passenger liner		Reederei Poschke		250	28.00	8.00	1.20	2 x 220	2 x MAN D2688LXE47		I / 2017
012	Passenger liner				120	20.00	5.50	0.70	60	Diesel-electric		
Tamsen Maritim GmbH, Rostock												**www.thamsen-maritim.de**
TM 1301	SAR boat	SRB 65	German Maritime Search and Rescue Association (DGzRS)		8 t	10.10	3.20	0.95	280	Cummins SQB 6.7	34	05 / 2015
ThyssenKrupp Marine Systems GmbH												**www.thyssenkrupp-marinesystems.com**
TKMS, Kiel												
	AIP Submarine HDW class Dolphin	Rahav	Israelian Navy		2,200 (Displacem.)	68.00				diesel-electric/ fuel-cell		12/2015
	Submarine		Egyptian Navy			64.00						12/2015
	Submarine		Egyptian Navy			64.00						
	AIP Submarine HDW class Dolphin		Israelian Navy		2,200 (Displacem.)	68.00				diesel-electric/ fuel-cell		2017
	6 x Submarine HDW class NTSP (packages)		Turkish Navy		1,800 (Displace-ment)					diesel-electric/ fuel cell		2015
	2 x Submarine HDW class 218SG		Singapore Navy									
	2 x Frigate*		Algerian Navy		3,400 (Displacem.)	121.00						2016
	4 x Corvette *		Israelian Navy		2,000	90,00						2019
	2 x Submarine		Egyptian Navy									
Leadership in design and construction of submarines within the German Submarine Consortium (GSC)												
The group consists of former Howaldtswerke-Deutsche Werft GmbH (to be parent company to Blohm + Voss Naval), Emder Werft und Dockbetriebe (EWD), * bow section build at German Naval Yards												
TKMS Hamburg												
ARGE	Frigate F 125*	F 222 Baden-Württemberg	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2017
ARGE	Frigate F 125*	F 223 Nordrhein-Westfalen	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2017-18
ARGE	Frigate F 125*	F 224 Sachsen-Anhalt	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2017-18
ARGE	Frigate F 125*	F 225 Rheinland-Pfalz	German Navy			149.52	18.80	5.00	31,600	MTU 20V4000 plus gas turbine MTU GE LM 2500 (29,000 kW)	26.0	2018
* Subcontracted to B + V Shipyards; bow section to be built by Lürssen and shipped to TKMS Hamburg												
TKMS Emden												
Mainly repair and service												

All information without guarantee. No claim for being complete

Please note: The Roman numerals in the column »Delivery M./Y.« refer to the quarter of the year.

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Th **01/10** LONDON (UK)
Awards: **Lloyd´s List Global Awards**
https://ibiawards.com/lloydslist-global
Contact: Anke Wallace, holly.ferrier@informa.com

Th **01/10** HAMBURG (DE)
Panel discussion: **Respect and Control Tools in Organizations**
http://www.respectresearchgroup.org
Contact: info@respectresearchgroup.org

Th **01/10** SINGAPORE (SG)
Meeting: **Asia Freight Market Information User Group Meeting**
http://www.balticexchange.com
Contact: marketing@balticexchange.com

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Mo-Tu **05/10-06/10** HOUSTON (US)
Seminar: **Project Forwarders Certificate in Project Cargo Management**
http://www.ppgprojects.com
Contact: Kevin Stephens, kevinstephens@ppgprojects.com

Mo-Th **05/10-08/10** HOUSTON (US)
Exhibition: **Breakbulk Americas 2015**
www.breakbulk.com

Mo-Fr **05/10-09/10** BOSTON (US)
Exhibition/Conference: **GDP & Temperature Management Logistics**
http://www.coldchainglobalforum.com
Contact: enquiry@iqpc.com

Mo **05/10** COPENHAGEN (DK)
Conference: **Annual EMLO Conference 2015**
Danish Maritime Days
http://www.danishmaritimedays.com
Contact: enquiries@emlo.org

Mo-Fr **05/10-09/10** COPENHAGEN (DK)
Exhibition/Conference: **Danish Maritime Days**
http://www.danishmaritimedays.com
Contact: info@danishmaritimedays.com

Tu **06/10** ROSTOCK (DE)
Conference: **Baltic Logistics Conference**
http://www.log-in-mv.net
Contact: info@log-in-mv.net

Tu-Th **06/10-08/10** COPENHAGEN (DK)
Conference: **Danish Shipping and Ship Management**
Danish Maritime Days
http://www.danishmaritimedays.com
Contact: Henriette Dybkaer, hd@maritimecenter.dk

Tu-Th **06/10-08/10** COPENHAGEN (DK)
Exhibition: **Danish Maritime Fair 2015**
Danish Maritime Days
http://www.danishmaritimedays.com
Contact: Jakob le Fevre, jlf@maritimedanmark.dk

Tu-Th **06/10-08/10** MEMPHIS (US)
Conference: **Inland Distribution**
http://events.joc.com/inland2015
Contact: events@joc.com

We-Th **07/10-08/10** AMSTERDAM (NL)
Conference: **European Logistics and Supply Chain Conference 2015**
http://www.europeanlogisticsand supplychainconference.co.uk/
Contact: events@akabomedia.co.uk

We-Th **07/10-08/10** COPENHAGEN (DK
Conference: **Danish Maritime Forum**
Danish Maritime Days
http://www.danishmaritimedays.com
Contact: info@danishmaritimedays.com

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