

**SAMPLE  
ISSUE**

# New Ships

by **Ship&Offshore**

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South Korean yards won major orders for ammonia carriers this week, while Korea is also tipped to win more liquefied natural gas carriers from the Middle East. Talks about building 21 container ships were reported for a yard in Asia. China and Japan won orders, including bulk carriers. In Europe, a French yard has won a ferry contract from Britain, and the British Government has cancelled aid for the project. The United States wants Japanese shipyards to maintain U.S. warships because of capacity shortages at U.S. yards.

## PROSPECTS AND ORDERS

### EUROPE

#### FRANCE

#### **Ferry contract from Britain confirmed, British Government cancels aid**

British ferry company Isles of Scilly Steamship Group (ISSG) said it has signed contracts with French yard Piriou for a passenger ferry and a freight ferry. They will be used for sailings to the Isles of Scilly off west England. But placing the order outside Britain and the availability of private finance mean that the British Government has cancelled GBP 48.5 million (USD 61.7 million) in financial aid to support the order. The two new ships are due to be delivered in 2026. The passenger ferry has seating for 600 people and will be named Scillonian IV. Brittany-based Piriou has been developing designs for the two vessels since its appointment as preferred ship builder in September 2023. Design work will continue over the coming months, with construction to begin in the spring

of 2024. The vessels will be delivered using finance provided by Lombard, part of the British NatWest banking group. Mr Stuart Reid, chief executive of ISSG, said: "We announced in September that we had selected Piriou as our preferred shipbuilder and have been working with the team to refine our designs and ensure we have vessels that meet and exceed the needs of this unique route. We have put in place rigorous measures to ensure the project is delivered on time and on budget, including appointing project managers to oversee the build at Piriou's shipyard in Vietnam." The British Minister for Levelling Up (regional aid), Mr Michael Gove said that as ISSG announced it would privately finance two new ships, there would be "no rationale" for the GBP 48.5 million of special funding to be used to provide vessels for a competing, publicly funded option. UK shipyard group Harland & Wolff had also sought the order.

**CONTACT**

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**GERMANY German/French cooperation to modernise Greek frigates**

German yard Thyssenkrupp Marine Systems and French electronic group Thales have agreed to cooperate in a frigate modernisation programme for the Greek Navy. The Greek order is expected to be awarded in 2024. Four German-type MEKO 200 frigates have been in service in Greece since the mid-1990s, and the Greek Navy intends to commission a comprehensive modernisation and refit halfway through their service life. The original equipment manufacturers, Thyssenkrupp Marine Systems and Thales, said they were approached for the modernisation programme and have now joined forces to form a consortium for the work. Thyssenkrupp Marine Systems is to be responsible for modernising the ship's platform and will supply design documents and communication systems. For this purpose, a subcontract is to be awarded to Hagenuk Marinekommunikation, a subsidiary of Atlas Elektronik. Thales will in turn provide the combat system, with the combat management system Tacticos as its foundation. Thyssenkrupp Marine Systems will subcontract the ship platform modifications to a Greek shipyard.

**CONTACT**

Thyssenkrupp Marine Systems GmbH (TKMS), Werftstrasse 112-114, D-24143 Kiel, Germany. Tel. ++49 431 70 00. Online suppliers portal [www.thyssenkrupp-marinesystems.com/en/register](http://www.thyssenkrupp-marinesystems.com/en/register)

**NETHERLANDS Fast ferry for tourist sailings to German islands**

Next Generation Shipyards (NG Shipyards) of the Netherlands has received an order from German customer Cassen-Tours for a fast passenger ferry. It will be 20m long and 6m wide. The vessel will carry 54 passengers in daytime sailings and is scheduled to go into service in the 2025 season. An option for the construction of additional express ferries was also agreed. The vessel will be used for tourist sailings from the German mainland between Norddeich and the islands of Juist and Norderney. Cassen-Tours's first fast ferry, named Inselexpress 1, has achieved considerable acceptance among customers, and the second vessel, named Inselexpress 2, will provide the next step in the concept of comprehensive island supply, said Mr Fred Meyer, managing director of

Cassen-Tours. With a draft of just 70 centimetres, even a tidal island like Juist can be reached. Propulsion is provided by two Volvo Penta engines and two Hamilton water jets.

**CONTACT**

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Web <https://ngshipyards.com/en>

**NORWAY** **German-led group orders more wind farm vessels**

German-led offshore consortium Windward Offshore has ordered the design and construction of two more wind farm support vessels with hybrid propulsion from Norwegian yard Vard. Two options taken with a previous order for two ships have been confirmed for the commissioning service operation vessels (CSOV). The 87.5m-long CSOVs have a beam of 19.5m and will be equipped with a height-adjustable motion-compensated gangway with elevator system and a height-adjustable boat landing system. The CSOVs will have accommodation for 120 personnel, and the latest two ordered will be delivered in the second and third quarters of 2026. Windward Offshore, a consortium led by ASSC Group's offshore arm, SeaRenergy Group, in Germany, announced its initial order from two CSOVs from Vard in October 2023. Other founding partners behind the Windward Offshore venture include Blue Star Group, Diana Shipping, and SeraVerse. The vessels are of type VARD 419 and are designed to be equipped with the latest environmentally friendly technologies with the goal of minimising environmental impact and offering high safety standards to ensure safe and sustainable offshore operations, said Mr Benjamin Vordemfelde, managing director of Windward Offshore. To achieve energy-efficient and smart operations at sea, with the goal of reducing fuel consumption, the vessels will be outfitted with a comprehensive SeaQ package from Vard Electro that includes systems and solutions for power, control, bridge, and communication. Vard Interiors is delivering HVAC-R (heating, ventilation, air conditioning, and refrigeration) plus interior concepts. The vessels are also prepared for operation on green methanol. All four vessels in the series were designed by Vard Design of Ålesund in Norway. For two vessels, the hulls will be built in one of Vard's shipyards in Romania, while the final outfitting, commissioning, and delivery will be carried out by one of Vard's shipyards in Norway. The other two will be delivered from Vard's shipyard in Vietnam.

**CONTACT**

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**UNITED KINGDOM** **Fisheries protection and survey catamaran ordered**

The British yard Parkol Marine has received an order for a new survey and patrol vessel from the British state agency, the North Eastern Inshore Fisheries and Conservation Authority (NEIFCA). The catamaran will be 24.5m long, 8.87m wide and 8.23m high. It was developed in partnership with British naval architects Chartwell Marine and is due for delivery in the spring of 2025. Its role will be to help protect Britain's marine

environment and maintain supplies of fish and shellfish. Features of the boat include an aluminium hull, making it more fuel-efficient and capable of carrying heavier cargo loads than the existing vessel, the North Eastern Guardian III (NEG III). With a top speed of over 20 knots, the newbuilding will be much more effective and efficient than the NEG III, and its IMO-Tier 3-compliant engine will generate 87% less nitrous oxide emissions, the yard said. The new vessel will be able to carry up to 27 tonnes of cargo, including analytical equipment, rigid inflatable craft for high-speed patrols, and confiscated stock and equipment where necessary. A dedicated onboard wet laboratory will enable NEIFCA personnel, scientists, and environmentalists to examine samples in the field, forming faster, more accurate conclusions. Built-in, high-tech acoustic equipment, including multi-beam echo sensors, will provide 3D images of the seabed and under-water activity. The vessel's slow cruising capability enables it to travel noiselessly and minimise disruption to digital image capture and marine life when assessing seabed biodiversity. Meanwhile, its radar and plotting systems will monitor and evidence the movement of fishing vessels around prohibited areas. Its hull structure is being designed in accordance with Lloyd Register LRSSC or Bureau Veritas scantling requirements.

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**ASIA****CHINA****Order for another VLCC tanker for Europe**

The Belgian shipping company Euronav has ordered another VLCC tanker from the Chinese yard Qingdao Beihai Shipbuilding Heavy Industry. One option taken with a previous order has been confirmed as a firm contract. The vessel is due to be delivered in the first quarter of 2027 and will have ammonia-ready propulsion. Euronav had in December also ordered a VLCC at the yard to be delivered in the fourth quarter of 2026 (New Ships 49/23). Euronav still has options for two more vessels.

**CONTACT**

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**Bulker order from Japan continues large volume series**

China's New Dayang Shipbuilding, SUMEC Marine, has received a contract from a Japanese customer for two 64,100dwt bulk carriers. Japan's Kasuga Shipping has ordered two vessels of type CROWN63. The order is worth about USD 34 million per ship. They are due to be delivered in the third quarter of 2026. The yard has delivered over a hundred of this type of vessel and has contracts for 62 vessel orders for the upgraded version, CROWN63 Plus. The new contract is an opportunity to make a further step in developing the Japanese market, said SUMEC Marine.

**CONTACT**

New Dayang Shipbuilding (SUMEC Marine Co. Ltd), 21 F SUMEC Building, 198 Changjiang Road, Nanjing, 210018 China. Tel. ++86 514 89 78 91 88.

Web <https://en.sumec.com/en/martime/shipbuilding/index.html>

**INDIA Coast guard vessels ordered**

India's Mazagon Dock Shipbuilders said it has signed a USD 128.7 million contract with the acquisition wing of India's Ministry of Defence for the construction of 14 fast patrol vessels for the Indian Coast Guard. The first vessel is due to be delivered within 24 months after contract signing, and the others will follow in intervals of three months.

**CONTACT**

Mazagon Dock, Online supplier registration

Web [https://mazagondock.in/Publish\\_MDL\\_E\\_Vendor/welcome.aspx](https://mazagondock.in/Publish_MDL_E_Vendor/welcome.aspx)

**JAPAN Methanol-ready bulkers ordered**

Japanese shipping group "K" Line has signed a contract with Japan's Nihon Shipyard for the construction of three 92,000dwt bulk carriers. The Post-Panamax vessels have been newly developed by Nihon Shipyard as environmentally friendly ships with methanol-ready propulsion. They are further developments of the 92-type in "K" Line's Corona series, which are wide-beam, shallow-draft coal carriers designed for transport of coal to power plants in Japan. "K" Line has set a goal of improving carbon dioxide emissions efficiency by 50% and achieving net-zero greenhouse gas (GHG) emissions by 2050. As part of this programme, it plans to implement a shift, such as new environmentally friendly fuels and the use of wind power propulsion.

**CONTACT**

Nihon Shipyard, Web [www.nsync.co.jp/en/contact](http://www.nsync.co.jp/en/contact)

**SOUTH KOREA Customers in Central and South America order gas carriers**

South Korean shipyard HD Korea Shipbuilding & Offshore Engineering said it has won a USD 366.9 million contract to build three very large ammonia carriers. The customers were unnamed and described only as being based in Central America and South America. Brokers say Japanese shipping group NYK is believed to be behind the order. The vessels are due to be delivered by June 2028. No vessel sizes were given by the yard.

**CONTACT**

HD Hyundai/Hyundai Heavy Industries, New supplier registration Kimsomi Temple, 1000, Bangeojinsunhwan-doro, Dong-gu, Ulsan, 44032, South Korea. Tel. ++82 52 202 48 45. Email [ksi9457@hhi.co.kr](mailto:ksi9457@hhi.co.kr) Web purchasing registration for suppliers <https://hiproscm.hhi.co.kr/HomePage/Register/regist> and Web <https://hiproscm.hhi.co.kr/HomePage/Register/contact>

**Ammonia carriers for unnamed customer**

The South Korean yard Hanwha Ocean said it has won a USD 247.4 million order for two very large ammonia carriers (VLACs). They can carry 93,000 cu.m of ammonia and are among the largest of their kind built in the world to date. Customer is an unnamed shipping company in Oceania. They are due to be delivered by the second half of 2027, the shipbuilder said. The deal is the first large contract won by the shipyard this year. The shipbuilder has been focusing on winning orders to build environmentally friendly vessels, including ships powered by ammonia, hydrogen, and hydrogen fuel cells.

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Office ++82 55 735 21 14. Supplier support Tel. ++82 55-735-2033. Email [hocean\\_subcontract@hanwha.com](mailto:hocean_subcontract@hanwha.com) Web supplier [www.hanwhaocean.com/pub/cooperation/index.do](http://www.hanwhaocean.com/pub/cooperation/index.do)

### **More gas carrier orders expected from Qatar**

Brokers say South Korean yards are close to winning more shipbuilding contracts in the coming weeks as part of Qatar's second phase of its liquefied natural gas (LNG) carrier construction programme. Qatar's state energy group, QatarEnergy, has increased the number of reserved construction slots at shipyards, including Samsung Heavy Industries and Hanwha Ocean in South Korea and at China's Hudong Zhonghua Shipbuilding, to a total of 40 in the second phase of its LNG carrier programme. In this project expansion, Samsung Heavy Industries has secured slots for 15 vessels, while Hanwha Ocean has reserved 12 slots. Hudong Zhonghua Shipbuilding has so far signed contracts for eight 271,000 cu.m Q-Max vessels and is said to have 13 slot reservations. Samsung Heavy Industries and Hanwha Ocean are tipped to win more orders in the coming weeks, with contracts expected to be placed by March of this year. The Q-Max vessels set to be contracted are larger than the previous 174,000 cu.m type ordered, with increased cargo capacity per vessel offering cost savings. But Korean shipbuilders who originally signed contracts to reserve slots based on the smaller vessels could face difficulties. Building Q-Max vessels is more complex due to their larger dimensions. The LNG tankers with a capacity of 174,000 m<sup>3</sup> ordered by Qatar as part of the programme to date are 299 m long and 46 m wide, so that two ships can be built side by side on one shipyard dock. In contrast, a Q-Max ship with a length of over 50 metres cannot be built parallel to another Q-Max ship.

#### **CONTACT**

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### **Commodity trader in talks about gas carriers**

According to brokers, the South Korean shipyard HD Korea Shipbuilding & Offshore Engineering is in talks with the multinational commodities trading group Trafigura regarding the construction of six very large ammonia carriers. The contract would be worth around USD 750 million.

#### **CONTACT**

HD Korea Shipbuilding & Offshore Engineering, 477 Bundang Suseo-ro, Bundang-gu, Seongnam-si, Gyeonggi-do, Seoul, 03058 South Korea. Tel. ++82 1811-9114 75. Web [www.ksoe.co.kr](http://www.ksoe.co.kr)

### **MALAYSIA Tugs for Indonesia contracted**

Malaysian yard TAS Offshore Berhad said it has won shipbuilding contracts for three tugs with a total value of approximately USD 4.7 million. The contracts were signed with an existing, unnamed customer from Indonesia, TAS said. These vessels are expected to be delivered in the third quarter of 2025. No more details are available.

#### **CONTACT**

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**TAIWAN Talks about building 21 container ships reported**

Brokers say Taiwanese yard CSBC is in negotiations about building a large series of up to 21 container feeder ships for Taiwanese shipping groups Evergreen and Yang Ming. South Korean and Chinese yards have few delivery slots available for container ships, so Taiwan is back in focus, brokers said. Yang Ming is seeking up to 15 vessels, and Evergreen is looking to contract for six ships.

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Web supplier registration [www2.csbcnet.com.tw/SCM/Home/Register](http://www2.csbcnet.com.tw/SCM/Home/Register)

**TURKEY Offshore support vessel for Denmark**

Danish offshore support company ESVAGT said it has ordered one service operation vessel (SOV) from Cemre Shipyard in Turkey. The vessel is due to be delivered in 2025. Norwegian marine group HAV said it has been chosen to develop the SOV. HAV announced the design deal in early January without naming the customer or giving details of the vessel (New Ships 2/24). The final design contract has now been signed with Cemre Shipyard. Under the contract, HAV Group will deliver both the ship design and a large integrated equipment package, including the propulsion system, engines, propellers, and positioning system. One of the subcontractors for the equipment package is HAV Group subsidiary Norwegian Electric Systems. The total contract for HAV Group is worth over NOK 100 million (USD 9.5 million). This is the 12<sup>th</sup> SOV that HAV will develop together with ESVAGT, which pioneered the use of SOVs back in 2010, said Mr Gisle Vinjevoll Thrane, vice president of sales at HAV Design. The main purpose of the SOV is to safely transfer technicians and spare parts to and from wind turbines and offshore substations. The SOV also provides accommodation for technicians, welfare facilities, offices, workshops, and storage for turbine parts. The SOV will support operations by the Vestas group on the *Hollandse Kust West VI* offshore wind project in the Dutch sector of the North Sea. ESVAGT has a fleet of over 40 specialised vessels and about 1,300 employees offshore and onshore.

**CONTACT**

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Web [www.havgroup.no/contact/management--contacts/](http://www.havgroup.no/contact/management--contacts/)

**NORTH AMERICA****UNITED STATES****High-speed catamaran for tourist sailings in Florida**

The US shipyard Gladding-Hearn Shipbuilding, part of the Duclos Corporation, has received an order for a 300-passenger high-speed catamaran ferry from US customer

Yankee Freedom. The all-aluminium vessel will be used for tourist sailings in Florida between Key West and the Dry Tortugas National Park. The ferry, named *Yankee Freedom IV*, will be delivered in 2026. The vessel will be 34.3m long and 9.65m wide. The main engines will be two MTU diesel units, each delivering 2,000hp, and top speed will be over 28 knots. It will have seating for 130 passengers, tables, a snack bar, and an audio/visual passenger information centre. A two-level platform and handrails will be installed on the open bow deck for passenger viewing. The vessel includes many of the environmental protection features required by the National Park Service, such as zero discharge of black and grey waste water, energy-efficient LED lighting, heavy metal-free bottom paint, and vinyl marine film instead of paint on the exterior. Multiple solar panels, mounted on the roof, will produce electricity stored in batteries to power the vessel's running lights and the pilothouse's electronics. The ship was designed by naval architects Incat Crowther.

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**Contract to build tugs for U.S. customers**

Sterling Shipyard of the U.S. has received an order to build two escort and fire-fighting tugs from U.S. customers Bay-Houston Towing and Suderman & Young Towing. Deliveries of the 32m-long vessels are expected to start in the fourth quarter of 2025. They will be built to Robert Allan RAstar 3200-W designs. Robert Allan will provide a production design package, including steel parts and piping spools, to Sterling Shipyard. The main engines will be two EMD units compliant with the U.S. Environmental Protection Agency's Tier 4 emissions standards, propelling two Schottel thrusters to generate a bollard pull of around 105 tonnes. When performing escort operations, they will be capable of providing a steering force of 115 tonnes and a braking force of 162 tonnes at speeds up to 10 knots. A towing winch will be fitted on the aft deck for coastal tows, and the vessels will be classified by ABS.

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**OCEANIA**

**AUSTRALIA**

**High speed passenger catamaran for 400 passengers**

Australian yard Austal has been awarded a contract to construct a 32m-long catamaran ferry for Australian customer Fast Ferries, based in Hillarys, Western Australia. Collaborating with vessel designer Incat Crowther, Austal will commence construction of the aluminium catamaran at the company's Philippines shipyard in the first quarter of 2024. The aluminium catamaran offers space for up to 400 passengers and five crew members on three decks, with cargo space for bicycles and passengers' luggage available



on two decks. The main engines will be two 1,029 kW MAN diesel units driving fixed-pitch propellers. The vessel will have an operating speed of up to 25 knots on the 45-minute journey from Hillarys Boat Harbour to Rottnest Island in Australia. Austal Philippines will construct the vessel. Austal Limited chief executive officer, Mr Paddy Gregg, said the deal continues successful cooperation with Incat Crowther.

**CONTACT**

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Web <https://australia.austal.com/supplying-austal-australia>

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INSIDE REPORT

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**U.S. wants Japanese shipyards to maintain warships in Asia**

The United States and Japan are looking to make a deal for Japanese shipyards to regularly overhaul and maintain U.S. Navy warships so they can stay in Asian waters ready for any potential conflict, U.S. Ambassador to Japan Mr Rahm Emanuel said. Unchallenged in Asian waters for decades, the U.S. Navy faces a growing Chinese Navy being built in shipyards that are outpacing U.S. warship production. China has more than 370 ships and submarines, up from the 340 ships they had in 2023, according to a report released by the Pentagon in October, making it numerically the largest Navy in the world. Using Japanese dry docks would ease pressure on U.S. yards that are facing maintenance backlogs of up to 4,000 days and allow them to focus on shipbuilding that will allow the U.S. to expand its fleet, Emanuel said. "China watches what ships are coming in and out. It is not like this is a secret; they know what is happening. Therefore, they take an evaluation of your deterrence," Emanuel said at the Yokosuka naval base near Tokyo. Washington and Tokyo, he added, had established a council to work out a joint plan for the ship maintenance work. U.S. ally Japan hosts the biggest overseas concentration of U.S. military power, including the only forward-deployed carrier strike group, which operates from Yokosuka. That group of warships is part of the Seventh Fleet, which commands up to 70 ships and submarines from its headquarters at the Japanese naval base. Mitsubishi Heavy Industries, which builds warships and submarines for Japan's defence forces, operates commercial dockyards in nearby Yokohama, which have done some maintenance work on U.S. Navy ships in the past.

**Korean yard plans emission-free gas carrier**

The South Korean shipyard Hanwha Group is planning to build a new type of emission-free gas carrier. So said Hanwha Group vice chairman Mr Kim Dong-kwan during the World Economic Forum in Davos, Switzerland. The move will expand Hanwha's decarbonisation initiative further into the shipping industry, which is responsible for 3% of global greenhouse gas emissions, from the previous focus on solar, hydrogen, wind, and energy storage systems. The Hanwha Group has extensive engineering interests and recently expanded into ship construction through the takeover of Daewoo Shipbuilding. "We are taking a holistic approach to the energy transition, driving disruptive change not only in the production and storage of clean

energy but in transportation as well,” Dong-kwan said during a session at the Davos Forum discussing how to get the first fossil-free ship into operations. Hanwha’s plan is to build a carbon-free vessel powered by non-fossil fuels such as ammonia. As the existing ammonia- or methanol-powered internal combustion engines still require 5 to 15% diesel for ignition, Hanwha’s goal is to develop an emission-free vessel equipped with a gas turbine powered fully by ammonia, which does not require any fossil fuels. Hydrogen-run fuel cells and energy storage systems will serve as the vessel’s auxiliary generators. An ammonia cracker, which converts ammonia into hydrogen, will be deployed to power the fuel cells on board, according to Hanwha. Hanwha Ocean, the group’s shipbuilding subsidiary created after the takeover of Daewoo Shipbuilding in May last year, joined the World Economic Forum’s First Movers Coalition (FMC) initiative in November 2023. FMC is a global initiative endorsed by 13 countries’ Governments, including the United States, Canada, Japan, Australia, Germany, the United Kingdom, and Norway, which aims to create guaranteed early markets for decarbonisation technologies within traditionally carbon-heavy sectors, including shipping, steel, chemicals, and aviation.