

**SAMPLE  
ISSUE**

# New Ships

by **Ship&Offshore**

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The global shipbuilding market continued into the new year with China dominating newbuilding orders as it had in 2024. Chinese deals this week included a USD 240 million container ship contract from China, while different customers in Europe ordered feeder container ships, product carriers and chemical tankers. But a new U.S. government report has criticised China's massive expansion of its shipyard industry as using unfair practices, opening the way for U.S. sanctions against Chinese yards. India is in talks about an unusual order to build icebreakers for Russia, partly because sanctions following the invasion of Ukraine are hindering construction in Russian yards.

## PROSPECTS AND ORDERS

**EUROPE**  
**DENMARK**

### **Fishing vessel for Norwegian customer**

Danish yard Karstensen has an order for a fishing vessel of about 70m length from Norwegian fishing company Hardhaus AS. The hull of the 15.5m breadth vessel will be delivered to the yard in Skagen in Denmark in May 2026, with vessel delivery in January 2027. It will have a Wärtsilä propulsion system with a 4,600 kW main engine and Caterpillar auxiliary engines. It will also be fitted with Brunvoll thrusters while the deck equipment installation for the combined pelagic trawler/purse seiner is to come from

SeaQuest Systems.

**CONTACT**

Karstensens Skibsvaerft A/S, Mr Brian Fram Petersen, The Procurement Manager, Vestre Strandvej 17, 9990 Skagen, Denmark. Tel. ++45 30 22 88 47. eMail: bfp@kaship.dk; URL: <https://www.karstensens.dk/contact.aspx>

**Multi-purpose freighters for Denmark**

Danish shipping company Norden said it is behind an order for two 17,500dwt multi-purpose (MPP) freighters placed with an unnamed yard. Norden said it has signed vessel leases with purchase options, with the vessels expected to be delivered by the end of 2026. Norden said it has taken options for an additional two vessel leases with delivery in 2027. The deal is part of Norden's continued expansion. "The multi-purpose segment benefits from favourable supply fundamentals with a rapidly ageing fleet and low orderbook, coupled with a strong projected demand outlook," Norden said. "With these two new leases, we now operate a fleet of 45 specialised vessels dedicated to transporting windmill components, large-scale batteries, industrial plant components and break-bulk cargoes such as steel and forestry products." The new vessels have the bridge located at the front of the ship, optimising cargo space capacity for project cargo such as windmill blades. The vessels will be fuel-efficient, achieving lower emissions compared to older vessels. They are also able to use biofuels.

**CONTACT**

Dampskibsselskabet Norden A/S, Ms Manisha Mathur, The Head of Procurement, 52 Strandvejen DK-2900 Hellerup, Denmark. Tel. ++45 33 15 04 51. eMail: mur@norden.com; URL: <https://norden.com/>

**FRANCE French group in talks about big container ship orders**

Brokers say French shipping group CMA CGM is in talks with yards in China and South Korea about ordering more container ships. Brokers say CMA CGM is asking Chinese yards for prices to build up to 12 LNG-dual fuel container ships of about 18,000 TEU. Brokers say CMA CGM is also in talks about ordering more 15,500 TEU ships from South Korean yard HD Hyundai Heavy Industries. CMA CGM ordered 12 of these ships from Hyundai Heavy in July 2024.

**CONTACT**

CMA CGM, Marseille Head Office, 4, quai d'Arenc 13235 Marseille cedex 02, France. URL: [www.cmacgm-group.com/en/procurement/how-to-become-a-supplier](http://www.cmacgm-group.com/en/procurement/how-to-become-a-supplier)

**GERMANY Zero emission ferry for island sailings**

German yard Ostseestahl GmbH & Co. KG and its associate company Ampership have an order to design and build an electric/solar powered ferry of 15.2m length for sailings around the German North Sea island of Helgoland. Customer is Helgoland's Hafenprojektgesellschaft Helgoland mbH. The vessel will carry 95 passengers and will achieve zero-emissions on sailings between Helgoland and the nearby island of Düne. The vessel

will be delivered in 2026. The vessel design and engineering will come from Ampere-ship. It will have a battery bank with a capacity of 1175 kWh and a maximum speed of ten knots.

**CONTACT**

Ostseestahl GmbH & Co. KG, An der Werft 17, 18439 Stralsund, Germany. Tel. ++49 3831 27 520. eMail: [nfo@ostseestahl.com](mailto:nfo@ostseestahl.com); URL: [www.ostseestahl.com/about-us.html](http://www.ostseestahl.com/about-us.html)

**NETHERLANDS Dutch customer orders another freighter**

Dutch yard Royal Bodewes said it has won an order from Dutch shipping company Pot Scheepvaart for one more 6,340dwt multi-purpose freighter. The ice class 1A ship is the second of this type ordered following a previous contract placed in March 2024. Construction of the second vessel will start in 2026 and the ship will be delivered in the second quarter of 2027. The specifications will be the same as the first vessel with the build number NB 757, which is already under construction and will be launched in February 2025. The vessels are 107.2m long and will have a main engine with 1,768 kW power output. These ships are designed to transport a wide range of freight including general cargo, timber, paper, wood pulp and bulk cargo including coal and grain. They will also be capable of carrying hazardous cargos.

**CONTACT**

Royal Bodewes, Werfkade 22, 9601 LG Hoogezand, The Netherlands. Tel. ++31 598 39 31 31. eMail: [info@royalbodewes.com](mailto:info@royalbodewes.com); URL: <https://royalbodewes.com/>

**Superyacht ordered for 2027 delivery**

Dutch yard Heesen Yachts said it has an order for a 55m superyacht. The 760 gross ton vessel has the build number YN 21255, is called Project Angelica, and is the newest addition to Heesen's 55m steel superyacht series. The vessel will be delivered in the second quarter of 2027. The undisclosed client, an experienced superyacht owner, has requested some modifications to tailor the vessel to his lifestyle, ensuring year-round operations. Exterior design comes from Omega Architects with interiors from Luca Dini Design and Architecture. The vessel can carry 12 guests in seven cabins and has an interior of nearly 400 sq.m. The vessel is powered by two MTU engines, each delivering 1,000 kW giving a top speed of 15.5 knots and a transatlantic range of 4,500 nautical miles when cruising at 13 knots.

**CONTACT**

Heesen Yachts, Rijnstraat 2, 5347 KL, Oss, The Netherlands. Tel. + +31 412 66 55 44. eMail: [welcome@heesenyachts.com](mailto:welcome@heesenyachts.com); URL: [www.heesenyachts.com/contact/](http://www.heesenyachts.com/contact/)

**POLAND Poland orders submarine rescue/subsea infrastructure protection vessel**

Poland's defence ministry has ordered a submarine rescue and subsea infrastructure protection vessel of 6,500 tonnes displacement from a Polish consortium. The order is worth about EUR 230 million. The contract was awarded to consortium comprising Polska Grupa Zbrojeniowa (Polish Armaments Group) and the Marine Technology

Research and Development Centre (Osrodek Badawczo-Rozwojowy Centrum Techniki Morskiej). The vessel will be built by the PGZ Stocznia Wojenna shipyards in Gdynia. The vessel, named Ratownik will be 96m length and 19m breadth. It will have a crew of 109 and a speed of 16 knots and a range of 6,000 nautical miles. Its construction should begin in December 2025 with launching in 2027. Equipped with a powerful offshore crane, a stern gantry and a helicopter platform, the vessel will be able to implement NATO's rescue system, specially designed to rescue the crew of a submarine in distress. It will also be designed to monitor the seabed with the capacity to implement drones and underwater robots. This is to protect critical underwater infrastructure, particularly telecommunications and power cables under the Baltic Sea following a series of recent attacks. Currently, Poland has only one operational submarine. Warsaw intends to renew its submarine fleet with the Orka newbuilding programme, which has been the subject of an international competition among yards being undertaken for several years.

**CONTACT**

PGZ Stocznia Wojenna, ul. Smidowicza 48, 81-127 Gdynia, Poland. Supplier Department Tel. ++48 58 625 84 32. eMail: sklep@pgzsw.pl; URL: <https://pgzsw.com.pl/>

**SPAIN Electric support vessel for wind farms**

British shipping group Bibby Marine said it has signed a shipbuilding contract with Spanish shipyard Armon to build an electrically-propelled offshore wind farm support vessel. The order is for a commissioning service operation vessel (eCSOV) which will feature a battery system complemented by dual-fuel methanol engines to offer green operations. The aim is to save thousands of tonnes of carbon dioxide over the vessel's lifespan, whilst reducing daily operational costs. Bibby Marine is working closely with marine architects Seaplace on the basic design of the vessel, building on the original concept design completed by Longitude.

**CONTACT**

Astilleros Armon, S.A. (Headquarters), Av. Del Pardo, s/n, 33710 Navia, Spain. Tel. ++34 985 631 464. eMail: armon@astillerosarmon.com; URL: <https://www.astillerosarmon.com/>

**ASIA****CHINA Container ship order worth up to USD 240 million**

Brokers say Chinese shipping company Kawa Shipping (Hong Kong) has ordered three 4,800 TEU container ships from China's Wuhu Shipyard. The order includes one option for a repeat vessel. The order is worth about USD 60 million per ship giving an expected total price of USD 240 million including the optioned vessel. The first three will be delivered between May and September 2027. Kawa Shipping was established in 2023 and mainly operates Asia/Middle East sailings.

**CONTACT**

Wuhu Shipyard Co. Ltd, No. 1, Exi Road, Sanshan District, Wuhu City, Anhui Province, China. Tel. ++86 553 39 35 161. eMail: biz@wuhu.com.cn; URL: [www.wuhu.com.cn/tender.html](http://www.wuhu.com.cn/tender.html)

### **British shipping group orders tankers**

British shipping group James Fisher and Sons plc said it has ordered four product tankers of 6,000 dwt from Chinese yard group China Merchants. They will be built by China Merchants Jinling Shipyard and carry oil products and IMO Class II chemicals. They will have LNG dual-fuel propulsion capability to reduce operational carbon dioxide emissions. Other environmentally friendly features include optimised hull form, waste heat recovery through cooling water and exhaust gas, 100% LED lighting and environmentally controlled engine room fans. Steel cutting took place in November 2024, with delivery of the first tanker expected at the end of 2025. Ms Krystyna Tsochilas, James Fisher's head of maritime transport, said: "These new vessels will enable us to support our long-standing customers while helping them to achieve their environmental performance and sustainability ambitions."

**CONTACT**

China Merchants Heavy Industry, 1-7 Sai Tso Wan Road, Tsing Yi, New Territories, Hong Kong. Tel. ++86 852 24. eMail: pr\_cmi@cmhk.com; URL: [www.cmindustry.com.hk/?lang=zh-cn](http://www.cmindustry.com.hk/?lang=zh-cn)

### **Feeder container ships ordered for Europe**

Brokers say China's CSSC Guangzhou Wenchong Shipyard has an order for two 1,900 TEU feeder container ships from a German customer. The order is worth about USD 32.2 million per ship. The contract includes two options for repeat vessels. They are expected to have conventional propulsion.

**CONTACT**

CSSC Guangzhou Wenchong Shipyard Co. Ltd, No.1 Wenchuan Road, Hongshan Street, Huang Pu, Guangzhou, 510727 China. Tel. ++86 20 82 38 06 75. eMail: [office@gws.cn](mailto:office@gws.cn); URL: [http://gws.cssc.net.cn/cms\\_gzwccc\\_en/compay\\_mod\\_file/mode\\_6.php?cart=32](http://gws.cssc.net.cn/cms_gzwccc_en/compay_mod_file/mode_6.php?cart=32)

### **Methanol dual-fuel tankers ordered with options for more**

Chinese shipping group Xingtong Shipping said its subsidiary Xingtong Kaicheng Shipping has signed a contract with China's Wuchang Shipbuilding Industry Group and China Shipbuilding Trading to build two 25,900dwt stainless steel chemical tankers. The order includes two options for repeat vessels. They will all be methanol dual-fuel and used in international trade. The order is worth about USD 42.9 million per ship. The first vessel is scheduled to be delivered by March 31, 2027, the second will be delivered by June 30, 2027. Xingtong Shipping said that this investment will expand the company's liquid hazardous cargo shipping business. Xingtong Shipping is a leading enterprise in China's coastal bulk liquid chemical shipping industry.

**CONTACT**

Wuchang Shipbuilding Industry Group Co Ltd, No. 66, Xinggu Avenue, Shuangliu Street, Xinzhou District, Wuhan City, Hubei Province, 430416 China. Tel. ++86 27 68 88 70 22. eMail: [wuchuan@wuchuan.com.cn](mailto:wuchuan@wuchuan.com.cn); URL: [www.wuchuan.com.cn](http://www.wuchuan.com.cn)

### **Chemical tanker for European customer**

China's Wuhu Shipyard has an order from British shipping company RFOcean for one 6,600dwt stainless steel chemical tanker. In 2023, Wuhu Shipyard and RFOcean had signed a contract for four 6,600dwt methanol dual-fuel chemical tankers. RFOcean focuses on finding solutions to reduce carbon dioxide emissions and intends to build a fleet ultimately operating on alternative fuels with a focus on European markets.

**CONTACT**

Wuhu Shipyard Co. Ltd, No. 1, Exi Road, Sanshan District, Wuhu City, Anhui Province, China. Tel. ++86 553 39 35 161. eMail: biz@wuhu.com.cn; URL: [www.wuhu.com.cn/tender.html](http://www.wuhu.com.cn/tender.html)

**Greek customer orders more product tankers**

Brokers say Chinese yard New Times Shipbuilding has an order from Greek customer Pleiades Shipping Agents for three more product tankers of 73,000dwt. They will be delivered in 2028. It is believed the deal involves confirmation of options taken with a previous order in October 2024. Pleiades has previously ordered its new ships in South Korea and Japan. The latest newbuildings are part of a fleet modernisation programme.

**CONTACT**

New Times Shipbuilding, Danhua Port, Jingjiang, Jiangsu, 214518 China. Tel. Materials department ++86 523 80 68 62 75. eMail: Business@ntship.com.cn; URL: [www.ncship.com.cn/](http://www.ncship.com.cn/)

**INDIA Two yards in talks about building Russian icebreakers**

Indian yards Cochin Shipyard and Reliance Naval and Engineering are in detailed negotiations about building four non-nuclear-powered icebreakers for operation by Russian state atomic energy company Rosatom. The Russian government said in October 2024 it planned to place orders for icebreakers in India because of shortage of Russian shipbuilding capacity and problems with supplies of ships' equipment due to western sanctions over Ukraine. Cochin and Reliance Naval, formerly Pipavav Shipyard, will build two icebreakers each for deployment on the northern sea route connecting Asia and Europe. Indian media had earlier said that construction of the four ships will be undertaken at one state-owned and one privately owned yard.

**CONTACT**

Cochin Shipyard Ltd., Perumanoor P O, Kochi - 682015, Kerala, India. Tel. ++91 484 250 12 00. URL: <https://cochinshipyard.in/supplier-management-system>

**SINGAPORE Order for new type of offshore oil and gas service vessel**

Singapore yard ST Engineering said it has a contract for the design and construction of a walk-to-work (W2W) vessel to transport technical personnel to repair offshore oil and gas installations. Customer was given only as a leading oil and gas company. This marks ST Engineering's expansion into the market for specialised vessels supporting offshore oil operations. The W2W vessel is designed to provide safe transfer of personnel and essential goods for the customer's offshore installations. The vessel will be 97m length and will accommodate 106 personnel. It will feature an advanced motion-compensated gangway to ensure safe personnel transfers in varying sea conditions and a 10-tonne

crane with active heave compensation for more effective load handling in rough seas. The vessel is expected to be completed by the first half of 2027.

**CONTACT**

ST Engineering Marine (Benoi Yard), 7 Benoi Road, Singapore 629882. Tel. ++65 68 61 22 44.  
URL: [www.stengg.com/vendor-information](http://www.stengg.com/vendor-information)

**TURKEY Battery-powered tug for Scandinavia**

Danish towage operator Svitzer said it has ordered a battery-powered tug with 70 tonnes bollard pull from Turkey's Sanmar Shipyards. The tug will be used in the Oresund Strait between Denmark and Sweden. It will be of design type ElectRA 2500-SX from naval architect Robert Allan Ltd and will be 25.4m length, 5.6m breadth and 356 gross tons. It will have a 1,818 kWh battery, enabling the tug to operate safely and efficiently on electrical power only. It also has two generators for backup, extended endurance and firefighting systems.

**CONTACT**

Sanmar Shipyards, Aydıntepe, Güzin Sokakı No:31, 34947 Tuzla/Istanbul, Turkey. Tel. ++90 216 458 59 00. eMail: [info@sanmar.com.tr](mailto:info@sanmar.com.tr); URL: [www.sanmar.com.tr/](http://www.sanmar.com.tr/)

**AFRICA****EGYPT Egypt to build 12 deepseas fishing vessels**

Egypt plans an order to build 12 deepsea fishing vessels. The plan was announced by the chairman of the Suez Canal Authority (SCA) Mr Osama Rabie. These new vessels will operate as part of an integrated system for fishing, processing and packaging fish, contributing to the modernisation of Egypt's fishing fleet directed by Egyptian President Mr Abdel-Fattah El-Sisi, Rabie said. They are expected to be built by yards owned by the SCA including South Red Sea Shipyard. According to a statement issued by the SCA, the Egyptian fishing fleet is being modernised with two different models designed by the Spanish naval architecture and consultancy firm Inse Naval. The first type is a fishing trawler of 50m length, 9.75m width and construction will be supervised by the French classification society BV. The second is a side trawler 50m length, 10m width and 4.2m draught. Construction will be supervised by RINA of Italy. Rabie was speaking on a visit to South Red Sea Shipyard where he also examined the progress the construction of 10 marine tugs of type Azm, of the RAstar 3200-W type being built by the South Red Sea Shipyard. These tugs will have 90 tonnes bollard pull and will be equipped with firefighting systems. Rabie emphasized that the SCA has made significant strides toward fulfilling the government's goal of expanding Egypt's maritime industries and modernising its fleet. This includes the addition of 28 new tugs with varying towing capacities to meet operational needs within the Suez Canal's navigational channels and for external operations. Mr Mostafa El-Degheishi, chairman of the South Red Sea Shipyard, said the construction of the new tugs is progressing rapidly according to the planned timeline. „We expect to launch Azm 1 and Azm 2 in the first quarter of this year,“ he said.

**CONTACT**

South Red Sea Shipyard, Al Qusair Rd, Safaga, Red Sea Governorate 1940621, Egypt. Tel. ++20 10 68 29 1999. URL: <https://srssegypt.com/>



## INSIDE REPORT

**US investigation finds China unfairly dominates shipbuilding**

U.S. President Joe Biden's administration has concluded that China uses unfair policies and practices to dominate the world shipbuilding, maritime and logistics industries, reports in Washington say about the results of a months-long trade investigation. U.S. Trade Representative (USTR) Ms Katherine Tai launched the investigation in April 2024 at the request of the U.S. labour unions under Section 301 of the Trade Act of 1974. The Trade Act which allows the U.S. to put sanctions on foreign countries that engage in acts that are „unjustifiable“ or „unreasonable,“ or burden U.S. commerce. Investigators concluded that China targeted the shipbuilding and maritime industry for dominance, using financial support, barriers for foreign firms, forced technology transfer and intellectual property theft and procurement policies to give its shipbuilding and maritime industry an advantage, said reports. Beijing also „severely and artificially suppressed China's labor costs in the maritime, shipbuilding and logistics sectors,“ excerpts of the report aid. The investigation cites data showing that China's share of the USD 150 billion global shipbuilding industry has expanded to over 50% in 2023 from around 5% in 2000, largely aided by government subsidies, while once dominant U.S. shipbuilders have seen their share dwindle below 1%. The report provides a fresh weapon for the incoming Trump administration to hit China. The report could pave the way for tariffs or port fees on Chinese-built vessels, as proposed by the unions. Such a move would likely come after a public comment period, they said. Trump used the same Section 301 statute to impose tariffs on hundreds of billions of dollars of Chinese imports during his first presidential term after a USTR investigation found China was misappropriating U.S. intellectual property and coercing the transfer of U.S. technology to Chinese firms. USTR will release its findings later in January, days before Biden leaves office on January 20. The report comes after sharp criticism from the U.S. and other Western powers of China's aggressive industrial policies and over-production of commodities like steel, and reflects rare bipartisan agreement about the need to fix U.S. shipbuilding. China denies any wrongdoing. Analysts agree that rebuilding the once vibrant U.S. shipbuilding and maritime industry will take decades and cost tens of billions of dollars. Tariffs alone will not suffice, they said. „China's targeting of the maritime, logistics and shipbuilding sectors for dominance is the greatest barrier to the revitalisation of U.S. industries in these sectors,“ the report concludes. Mr Scott Paul, president of the American Alliance for Manufacturing, a labour-business partnership, said he understood that the findings were compelling. „My understanding is that a process will be laid out to try to stop the erosion of our shipbuilding industrial base and to start it growing again,“ he said. The U.S. now has just 20 public and private shipyards down from over 300 American shipyards in the early 1980s.

**Several groups interested in buying German naval yard**

German industrial group Thyssenkrupp said it has received expressions of interest from several companies for a possible takeover of, or partnership with, its naval yard subsidiary thyssenkrupp Marine Systems (TKMS). The names of the possible buyers are being kept confidential, a thyssenkrupp spokesman said. German newspaper Handelsblatt had



previously reported that the Cologne-based engine manufacturer Deutz was interested in a takeover. Deutz did not comment. Thyssenkrupp has been looking for a solution for the subsidiary, which builds submarines and frigates, for years. It is not part of thyssenkrupp's core business. Negotiations about a sale of TKMS to U.S. financial investor Carlyle failed last year. German defence group Rheinmetall and the Bremen-based Lürssen shipyard are said to be interested in TKMS. For Deutz, a takeover would be a big corporate expansion. Cologne-based Deutz employs around 5,200 people. A deal for TKMS would add more than 8,000 personnel.

### **South Korean yards expect more orders in 2025**

South Korea's shipbuilders, which have good order books, will prioritise the signing of high-value contracts in 2025 to improve profitability as Chinese yards are expected to win many orders for low-price vessels. Optimism remains strong among Korean yards that 2025 will see good demand for new environmentally friendly ships although world newbuilding orders could fall. Expectations are particularly high for new orders for LNG carriers and naval vessels, especially following U.S. President Donald Trump's election as Trump has said U.S. naval vessels could be ordered from Asian allied countries. In January, Korea's largest yard HD Korea Shipbuilding & Offshore Engineering (KSOE) announced its 2025 order target of USD 18.05 billion, up 33.7% from the previous year's goal of USD 13.5 billion. KSOE achieved 2024 newbuilding orders of USD 20.56 billion, surpassing its target by 154.6%. While overall global shipbuilding orders are forecast to decline in 2025, demand for eco-friendly, dual-fueled vessels is expected to grow, driven by stricter environmental regulations and the need to replace aging fleets. KSOE anticipates continued strong performance in 2025, particularly for methanol-fueled vessels, ammonia carriers, and LNG-methanol dual-fueled containerships. Samsung Heavy Industries is expected to announce its 2024 earnings and 2025 business objectives in February. Of the 36 large merchant vessels Samsung won last year, 31 were eco-friendly ships powered by alternative fuels, including LNG, ammonia and ethane, reflecting Samsung's focus on high-value orders. Samsung achieved 75% of its USD 9.7 billion target in 2024, securing USD 7.3 billion in orders. A delayed contract for a floating liquefied natural gas (FLNG) project off Mozambique's coast meant the overall 2024 target was not reached. Hanwha Ocean plans to prioritise profitability over volume by only selectively pursuing contracts. The company is expanding its maintenance, repair, and overhaul (MRO) business for U.S. non-combat naval vessels with such U.S. naval orders being placed abroad because of a lack of U.S. yard capacity. Hanwha Ocean secured USD 8.98 billion in orders in 2024, the yard has chosen not to disclose its 2025 order target. Demand for LNG carriers could rise further if the United States assembles a comprehensive energy package to implement during Trump's administration. This could result in additional orders for South Korean shipbuilders, given the strong alliance between the two countries. Meanwhile, continued attacks on Red Sea shipping passing Yemen means more ships are expected to be needed to undertake sailings between Europe and Asia via Africa, increasing overall vessel requirements.

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New Ships is published weekly by DVV Media Group GmbH  
Address: Heidenkampsweg 73-79, DE-20097 Hamburg/P.O. Box 10 16 09, DE-20010 Hamburg, Germany.  
Managing Director: Martin Weber; Publishing Director: Manuel Bosch;  
Editor-in-Chief (responsible): Kathrin Lau Tel +49 40 23714-237, e-mail [kathrin.lau@dvvmedia.com](mailto:kathrin.lau@dvvmedia.com);  
Subscription/Distribution: Markus Kukuk (Director Sales + Marketing); Additional digital subscriptions:  
[lizenzen@dvvmedia.com](mailto:lizenzen@dvvmedia.com); readers' and Subscribers' Service: Tel +49 40 23714-260.  
Annual subscription rates: Email version EUR 730,00 (Germany plus 7 % VAT). Cancellation is possible at the  
end of a billing period (12 months).  
Internet: [www.new-ships.net](http://www.new-ships.net) VAT ID. No. DE 811 230 424.  
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