Ships

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INTERNATIONAL MARITIME JOURNAL

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Krischan Förster
Editor-in-chief

The world belongs to the brave

The German shipbuilding industry had a turbulent year in 2024. Meyer Werft, once a role model, suddenly ran into financial difficulties and was only saved by a massive effort from the German government, the state of Lower Saxony and the owner family itself. And later in the year, FSG and Nobiskrug were forced to file for bankruptcy once again.

But there were silver linings, as some companies, including Meyer, were able to attract attention with innovative designs and notable new orders. TKMS, in particular, secured orders for six additional submarines and other equipment worth several billion euros.

Since the German industry has been squeezed out of the large-scale production of container ships, bulkers, tankers and even ferries, the domestic industry has undoubtedly lost ground – at least in terms of the number of ships delivered or the size of newbuildings. Its share of the world market has fallen to less than 1 %.

With the exception of high-end shiptypes, the global shipbuilding industry is increasingly dominated by China, which is steadily expanding its market position with extensive government support. According to Clarksons Research, by the end of October more than three quarters of all shipbuilding orders had gone to China. That's the reality.

But there are still industry players in Germany that have shown the ability to survive setbacks, adapt to new trends and drive innovation. Other companies such as Lürssen, Abeking & Rasmussen or Fassmer – to name but a few – also stand for high shipbuilding quality and undisputed competence. German shipyards continue to enjoy an excellent reputation and remain world leaders in naval shipbuilding.

2024 was another year of global challenges and uncertainties, and 2025 most probably will be little different. Geopolitical conflicts, economic turmoil and unpredictable US politics give little cause for euphoria. On the other hand, order activity remains at a high level, ensuring high capacity utilisation in the German maritime supply industry and opportunities for shipbuilders. The growth in offshore energy production is generating new orders and could become an important additional pillar for the industry.

Amid all these upheavals and current crises, there is still growth potential for the German industry, given the enormous demand for new and »green« vessels and offshore constructions. Therefore, competitive framework conditions will be needed. The strategic importance of the maritime industry has rarely been as clear as it is today. So, politically, a lot still needs to be done.

In this special publication, we are proud to present an overview of the shipbuilding activities of the past year. As in previous issues, we have included market reports on German shipbuilding in the naval and inland shipping sectors to highlight the potential of the whole industry. And, following a long tradition, we present the HANSA Ship of the Year and Inland Vessel of the Year awards. For 2024, the jury selected the »Kismet« – an impressive yacht built by Lürssen – and the Hitzler-built research vessel »Coriolis« as winners. Details and much more information can be found on the following pages. Enjoy reading!

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VEGA HOME OF VALUES

Reinhard Lüken

General Manager
German Shipbuilding
and Ocean Industries Association (VSM)

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Build on strength

Global shipbuilding has enjoyed a year with exceptionally strong demand across a wide range of market segments. Shipyards and the entire supply chain are producing at full capacity. Cheerful times!

Nevertheless, shipbuilding is a key strategic asset and has therefore always been under strong influence by policy makers. Current developments underline this fact more than ever.

In this respect, 2024 has also brought about an unprecedented and quite worrying development: nearly three-quarters of the commercial newbuild tonnage has been ordered in one country. China has been able to establish an overwhelming dominance that is becoming a cause of concern both up- and downstream of the supply chain. In a world of growing geopolitical uncertainties and tensions such a dramatic imbalance in the global industrial landscape is the source of a whole range of risk scenarios.

It remains to be seen how Japan and South Korea will respond to the challenges posed by China's extra push for dominance. As for now, full orderbooks reduce the level of pain, albeit the development has been accompanied by strong pressure on profitability. Price index in the volume market still remains below 2008, despite expensive regulatory evolution.

The US Government, following a petition from trade unions initiated an investigation in April 2024 on »China's acts, policies, and practices targeting the maritime, logistics, and shipbuilding sectors for dominance« under Section 301 of the US. Trade Act. The findings were published in a 180-pages report on 16 January 2025, days before the inauguration of the 47th US-President. The result couldn't be any clearer. What will the answer be? The »Ships for America Act« underlines the determination of the USA to nurture its domestic industry.

And Europe too has heard the call for change. With the new Competitiveness Compass, the European Commission is opening a new chapter. The European Maritime Industrial Strategy, to be presented later this year, will translate our ambition into action and investment.

In Europe, we are determined to rely on our strength: our shipbuilding DNA. Thousands of years of maritime tradition combined with breathtaking diverse cultural landscape in Europe are the source of inspiration. Europe is home to excellence throughout the shipbuilding supply chain, starting with our universities and research institutes, which are the foundation of our engineering powerhouses and an amazing innovation capacity.

Germany, as the largest economy, is in the heart of Europe and a centre of gravity for Europe's maritime industry. Our ships are maritime marvels, and we are determined to provide the best technology for our customers. Whether you need smart designs, reliable and efficient machinery, high performance vessels or simply the best service, this is the place to be!

Together with all our European colleagues and partners, we embark on a new growth path and we will ensure that we offer our customers a better alternative in the face of stiff global competition.

That's why VSM choose the motto: When it really matters – maritime made in Germany.

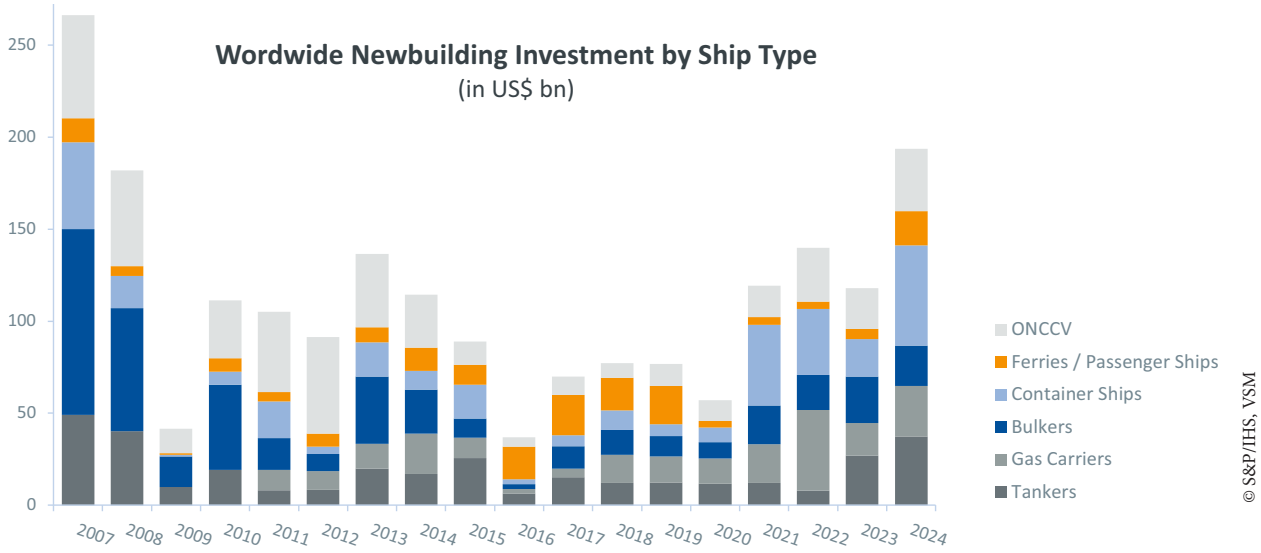
Chances and challenges – It all depends on the framework

The shipbuilding industry had a good year in 2024 – even a boom in some markets and regions. And the prospects are also promising. European and German shipyards are eager to participate in the upturn. However, competitive and political framework conditions play a key role

The German Shipbuilding and Ocean Industries Association VSM sees several opportunities for local shipyards and their partners in the current developments – including at EU level – but at the same time warns of growing dependence on China and global distortions. »The European shipbuilding industry is participating to a significant extent in the rising order volumes and increased investment in newbuilding worldwide. However, this positive message should not obscure the fact that China is increasingly dominating the market as it implements government-defined targets,« says VSM General Manager Reinhard Lüken.

Despite a weakening global economy and growing geopolitical tensions, global shipbuilding continues to record strong demand and high capacity utilisation. The healthy earnings situation in most shipping markets is fuelling record levels of investment and causing order volumes to continue to rise globally. Looking at the year 2024, Clarksons Research talks about »a strong year for the shipbuilding industry«. Global Head Steve Gordon comments: »With the largest order intake in 17 years, 2024 was an incredibly active year for the global shipbuilding industry with contracts totalling 66 m CGT and $ 204 bn placed. Container (4.4 m TEU of orders), gas (25.9 m m^3) and tankers (53.9 m dwt) were the »stand out« segments while China consolidated its lead position, taking two thirds of orders, and is the only major producer expanding capacity.«

Newbuild demand in 2024 was both strong overall and cross-sector in its focus. With a supportive freight market (driven by Red Sea re-routing) and underlying green fleet renewal commitments, liner companies were



exceptionally active in committing to over $ 38 bn of orders (72 % of TEU ordered was from »liner«, 9 of the top 20 lines placing orders for >12,000 TEU ships), Clarksons states. There was also a good flow of gas carrier orders (up 34 %) with 77 large LNG carriers and 78 VLGC / VLAC / VLECs and tanker ordering also increased by 41 % in dwt terms.

»Encouragingly for European yards ...«

Encouragingly for European yards, there was a return to orders for large cruise vessels (10 orders). There was a steady flow of bulkers and some active niches (e.g. 69 car carriers, 19 C/SOVs, 6 FPSOs) and ordering opportunities for small vessels may also start to expand (due to an ageing fleet).

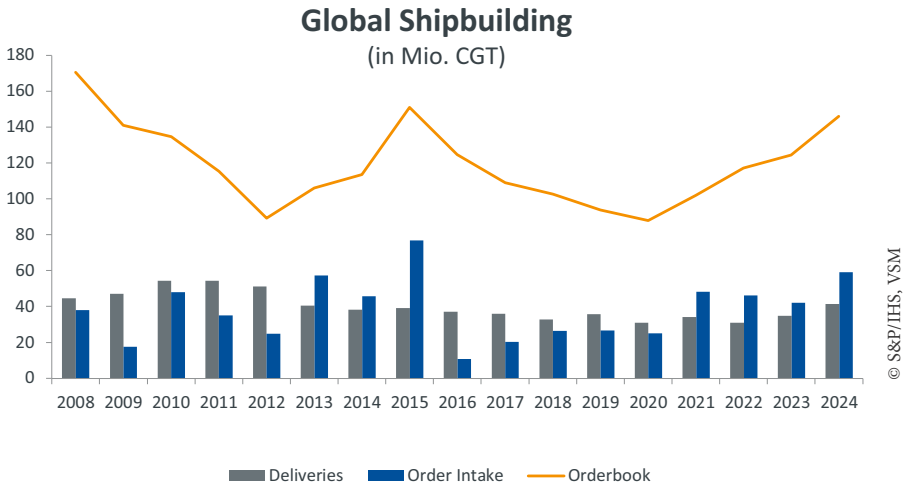
According to Clarksons data, the overall orderbook has increased to 364.5 m dwt and 15 % of the fleet (2008: 628.8 m dwt / 52 %) but is still weighted towards liner and gas (container 27 % of the fleet, LNG 50 %, PCTC 38 %). The bulker (11 %) and tanker (14 %) orderbook ratios remain low (there are only 5 VLCCs delivering this year). And what is the outlook? Gordon and his colleagues say: Given the very strong flow of orders last year, activity in 2025 may well be a little quieter overall even if long term fleet renewal requirements remain very strong.

Expanding shipyard capacity

Global shipyard output increased by 13 % in 2024, with China (output +18 % y-o-y, 53 % market share by CGT) and South Korea (+22 %, 28 % share) increasing and with output marginally declining in Japan (-3 %, 12 % share) and Europe (4 % share), Gordon states. In ordering terms, China took over two thirds of all contracts by tonnage and achieved market leading positions in all main sectors aside from gas.

Having »bottomed out« in 2020, production from the more consolidated global shipyard landscape has been steadily increasing (driven by higher utilisation) and this output trend is set to continue with capacity expanding in China – »we are tracking a list of projects involving expansion of existing and reactivation of dormant facilities, these are not »greenfield«, the analyst explains.

According to Clarksons, there are also »some much smaller but interesting expansion plans« in India and Saudi Arabia with other countries also looking strategically at their shipbuilding positions.



»Our newbuild price index edged up 6 % over the year but with some softening in certain segments towards year end. Our index almost reached the levels of 2008 (still ~30 % below on an inflationary adjusted basis). Yards remain in a relatively strong position for the moment (avg. forward cover of 3.8 yrs), especially if demand remains solid«, Gordon adds.

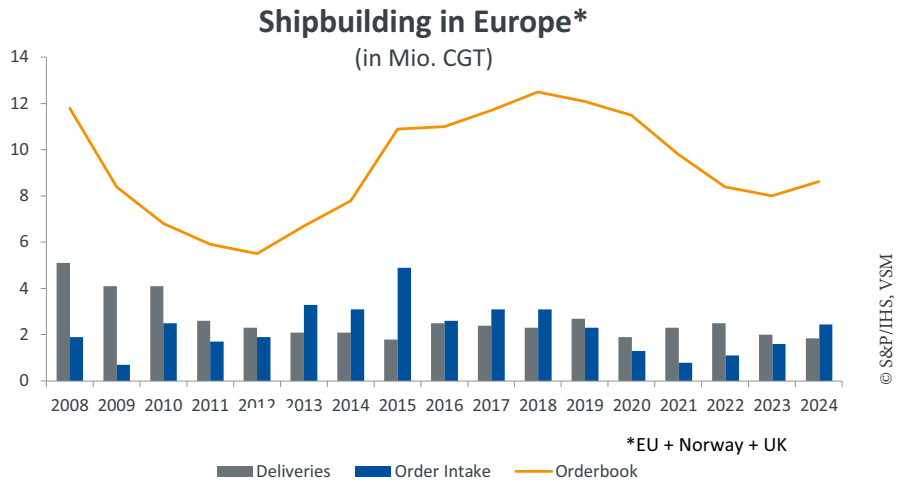
Investments in alternative fuels

Half of orders by tonnage in 2024 have involved alternative fuel, with LNG dual fuel dominating. »There has been a wide range of impressive innovations around Energy Saving Technologies (ESTs), becoming increasingly ›standard‹ on many designs. With the introduction of FuelEU Maritime at start 2025 and important (»mid-term measures«) meetings at IMO in the spring, the shipbuilding industry will be keen that emissions regulations move ›forwards and not sideways‹. So an incredibly active year for yards and their suppliers in 2024 and the New Year might just allow them to ›catch their breath‹ (if geo-politics allow). Our best 2025 wishes to our friends in the industry«, he says.

Cruise ships from Europe

As said, business is also very successful again in the cruise sector, which remains an important market for the European and German shipbuilding industry. Booking data has now exceeded the pre-corona record figures. Many shipping companies are currently in the process of further expanding their fleets towards sustainability with state-of-the-art ships. »The European industry in particular is benefiting from this. Shipyards and suppliers have repeatedly proven themselves to be ideal partners thanks to their innovative strength when it comes to bringing the legendary creativity of architects to life,« says the German shipbuilding association VSM.

Reference is made to a recent study by the cruise association CLIA Europe: 97 % of the cruise fleet was and is built in Europe. The European order book in this segment currently totals $ 57 bn.



Individual projects in Asia, on the other hand, have had »limited success« meaning that shipyards in Japan and Korea are currently showing little interest in this market segment. However, China is keeping up in this segment and is completing some orders – partly through cooperation with European players. However, the VSM emphasises one caveat: »Due to the systemic risks in China, which are now considered considerable, this option is not being pursued by the market leaders at present.«

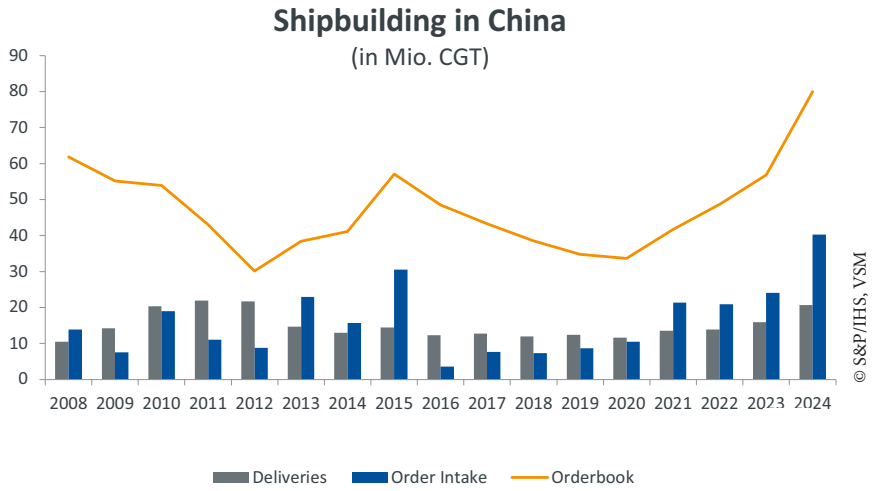
German shipbuilding industry in motion

One of the most important developments for the German shipbuilding industry in 2024 was undoubtedly the state intervention – i.e. the involvement of the federal government and the state of Lower Saxony – in the Papenburg-based shipyard Meyer Werft: it was undoubtedly sensible, writes the VSM: »The solution found was time-critical and therefore without a viable alternative from a certain point in time. Nevertheless, a bitter aftertaste remains, because as is so often the case in such cases, banks and consultants in particular benefit with high costs for the ›rescued‹ company. However, the intervention is expected be worthwhile for the taxpayer. After all, the state has acquired one of the most productive shipyards in Europe at a bargain price.«

»The motto is often ›eat or die‹ instead of ›the best ship for the specific requirements‹«

Nevertheless, securing the future was important and the right thing to do. »Because as pleasing as the market development may be, it must not obscure the view of the underlying structural challenges,« the VSM continues. With the exception of high-end ship types, the global shipbuilding industry is increasingly dominated by China, which is continuously expanding its market position with extensive government support.

The association adds, many western shipping companies are following this development »with an uneasy



feeling« as they are aware of the geostrategic risks. »For commercial reasons, however, also German shipowners have little choice but to accept the extremely attractive pricing offered by Chinese shipyards, which is often accompanied by attractive conditions from state-controlled Chinese financial institutions.«

According to the information provided, medium-sized shipping companies in particular are increasingly reporting that Chinese shipyards with bulging order books are showing less and less willingness to accommodate the specific preferences of their customers, e.g. with regard to the Makers List. The motto is often »eat or die« instead of »the best ship for the specific requirements‹.«

Headwinds for global trade?

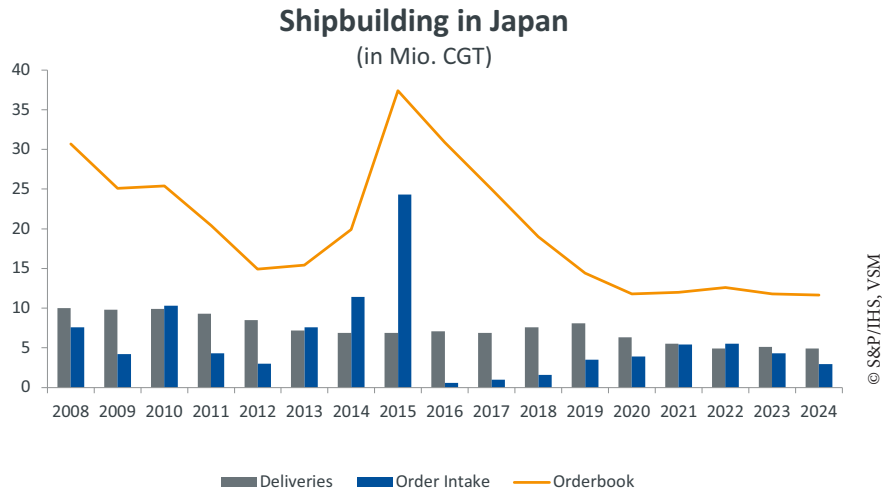
After decades of advocating rule-based global free trade, Europe is clearly finding it difficult to adopt its course. »While we are engaged in intensive discussions about the right balance between de-risking and decoupling, the latter has long been taking place elsewhere, not only in Washington, but above all in Beijing itself«, says the VSM.

The German industry voice expects limited impact on exports from Germany under the new US President Donald Trump: »American shipbuilding has been cut off from the global market for around 100 years,« says General Manager Lüken. The reason for this is the Jones Act. Cabotage regulations restrict shipping between US ports to ships manufactured in the USA, are owned by US citizens and are operated by US shipping companies. Exports to the USA market, are limited in the supply sector. »we hope and expect that the new US Administration will not create any significant new disadvantages for the maritime industry. Our manufacturers offer many products for which there are no comparable American alternatives.« Lüken therefore does not expect any major direct effects as far as shipbuilding is concerned. Incidentally, American capacity in global shipbuilding is minimal.

However, time is pressing, especially in naval shipbuilding. The USA is very aware of the risk of not having a sufficient industrial base. The speed at which China has caught up with the formerly vastly superior US Navy is breathtaking. Since 2005, China has expanded its shipbuilding industry by the production capacity of the entire EU every two years. »The shipbuilding industry in Europe is in an excellent technological position compared to the USA. The fact that there is still a significant commercial industry here is crucial. Military and civilian shipbuilding together form an ecosystem that generates high efficiency and innovative strength. In the USA, the US Navy has to feed the entire ecosystem virtually on its own«, the VSM adds.

Good news from Brussels

In Brussels, the geopolitical challenges have been well understood. The new European Commission sends »clear signals of a more consistent and self-confident Union.« A Directorate-General for Defence has been set up for the first time. In her hearing, Kaja Kallas, the Union's High Representative for Foreign Affairs, no



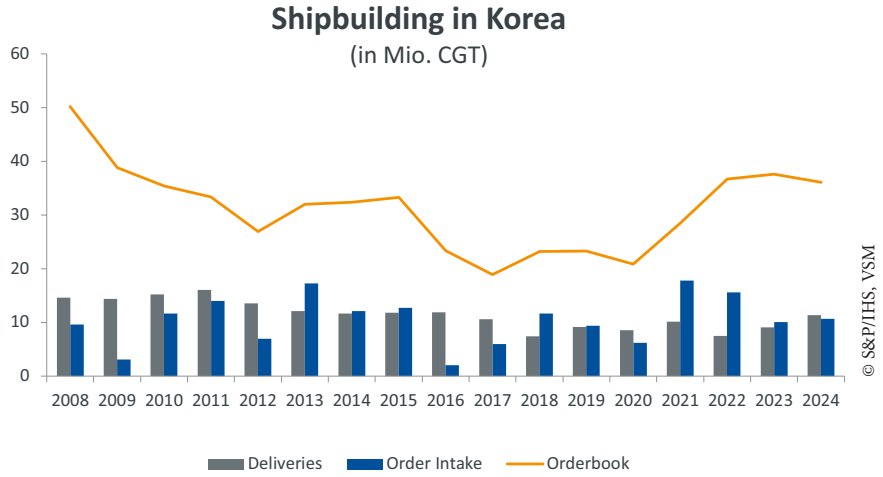
longer used the 2019 triad of China as a partner, competitor and rival, but emphasised the challenges and a consistent response to them. And Commissioner Šefčovič's portfolio is no longer called trade, but trade and economic security.

Slow change in Berlin

As the VSM sees it, Germany has yet to make a similar adjustment to its course. The German government's China strategy from July 2023 still follows the EU's 2019 triad line, despite the alarming developments in the meantime. »This document is kind of symptomatic of the lurching course of the last government, which proclaims a turning point (›Zeitenwende‹) but is only implementing it half-heartedly.«

In view of the tough geopolitical challenges ahead, it is important that the government returns to full capacity to act quickly after the February federal elections. The European Commission seems well prepared. However, for a convincing response, Member States must fully back the course of action.

This is also true for the core project of the European shipbuilding industry: after two years of intensive endeavour, a new maritime industrial strategy has been successfully written into the Commission's mission



letters. The German government's strong support for a corresponding resolution in the Council of Ministers was a decisive factor to this end.

While shipping has been the subject of various EU initiatives and formats over the past decade, such as the long-established »European Sustainable Shipping Forum« the Commission has not updated its strategy for the maritime industry. »This is now to be put forward, which in view of the geopolitical situation can probably be described as overdue«. Competitive framework conditions are essential, Lüken underlines: »How else are we going to organise adequate equipment for our maritime forces and security authorities; how are we going to shape the planned, ambitious expansion of offshore renewable energy generation; how are we going to ensure a modern, climate-neutral waterborne transport infrastructure for Europe – how are we going to guarantee all of this without becoming even more dependent on system rivals? The answer can only be an efficient maritime industry that grows again and establishes its production base on a broad basis.«

VSM has drawn up a 10-point programme how to strengthen the sector and t and hopes that a new German government can actively promote the proposal also at European level. »After all, all of these upheavals and current crises also harbour many opportunities for the German shipbuilding and marine technology industry. Especially at a time when the future of other industries is being called into question, we can point to enormous demand and therefore growth potential.« Of course, a successful future for the industry depends heavily on competitive framework conditions. »But it is also true that the strategic importance of the maritime industry has rarely been as clear as it is today«, Lüken says.

Positive news that the industry can take away from last year are the resolutions passed by the German Bundestag shortly before Christmas. The green light was finally given for the construction of the new research vessel »Polarstern II«, the construction of four submarines and the financing of fundamental design studies for the new frigates of the F127 type. Another piece of good news, ist the new ownership of the FSG and Nobiskrug shipyards with well established successful industrial owners taking charge. With the Bremerhaven-based Rönner Group taking over the Flensburger Schiffbau-Gesellschaft, the shipbuilding group Lürssen as the new owner of Nobiskrug the signs are showing the way to new growth. ■

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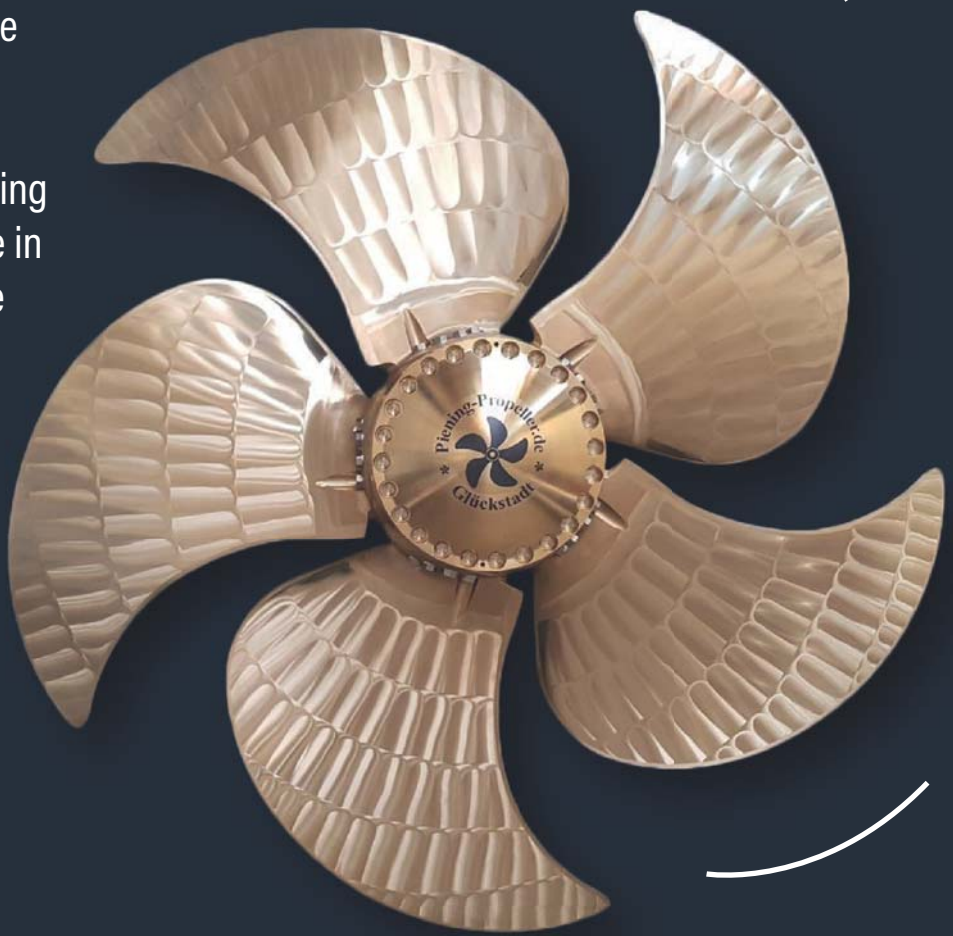

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ABEKING & RASMUSSEN

Dutch pilots order Swath-duo

20 years after the first order, the Dutch pilots (Nederlands Loodswezen) have ordered two more Swath tenders from the Abeking & Rasmussen shipyard, located at the Weser river near Bremen. Two pilot tenders of the latest generation, each 25 metres long, have now been ordered. According to the shipyard, they will be around 20% more fuel-efficient than their predecessors and will therefore have a positive impact on the Nederlands Loodswezen's carbon footprint.

Abeking & Rasmussen (A&R) had previously won the tender process launched in April 2023. The new buildings are being financed by the Dutch bank BNG. Nederlands Loodswezen supports the approximately 450 pilots registered in the Netherlands.

The »SWATH@A&R« guide transfer vessels are based on the »tried-and-tested« Swath hull design, which has been continuously optimised by A&R and enables safe crossing even in heavy seas. According to the shipyard, safety features and parts of the equipment as well as the comfort for the crew have been further improved on the new vessels. In 2017, A&R delivered two similar ships, named »Houston« and »Bayou City« to the pilots of Houston Bay in the USA. ■

© Abeking & Rasmussen

Pilot vessels »Houston« and »Bayou City«

FASSMER

»A state of the art research vessel«

With keel laying of the newbuilding »Walther Herwig« at the Western Baltic Shipyard (WBS) in Klaipeda, Fassmer shipyard marks another important milestone in the construction of one of the world's most modern fisheries research vessels. The ship, which will be completed in 2027, combines state-of-the-art scientific equipment with pioneering sustainability technology. The »Walther Herwig« is being built on behalf of the Federal Office for Agriculture and Food (BLE), which will commission the vessel together with the Federal Waterways Engineering and Research Institute (BAW) as construction supervisor and the Thünen Institute as user for the German federal government.

»With the ›Walther Herwig‹, we are creating a state-of-the-art research vessel that is optimally tailored to the complex requirements of our customer BLE and the Thünen Institute,« explained Jan Oskar Henkel, Managing Director of Fassmer, at the keel laying ceremony. »We are proud to be realising this project together and thus contributing to the sustainable use of marine resources and the protection of marine ecosystems.«

The new ship is equipped with ten specialised laboratories, including wet laboratories, dry laboratories, fisheries laboratories and a laboratory for fish processing. This extensive equipment makes the »Walther Herwig« an indispensable tool for interdisciplinary research, which will not only monitor fish stocks, but also enable marine ecological, chemical and physical investigations. ■

© Fassmer

The »Walther Herwig« will be delivered in 2027

MEYER WERFT

Disney places record order with Meyer

The US shipping company Disney Cruise Line, a regular customer of Meyer Werft since 2010, has ordered four additional cruise ships in Papenburg. According to information, this is the largest order in the shipyard's history with an order value of several billion €.

The ships, which are based on the »Disney Treasure«, are scheduled for delivery between 2027 and 2031. According to the US company, the ships' names, design and routes are still under development.

Upon completion in 2031, the fleet will consist of a total of 13 cruise ships. With the new orders, Meyer's order book has grown to over €11 billion. »With an export share of 95 %, we are developing positively against the current trend in Germany. With our high level of vertical integration in Germany, these orders mean a lot of prosperity and tax revenue for Germany,« the shipyard stated in regards to the new order. Apart from Disney, Meyer Werft has also received orders from Carnival Cruises for two cruise vessel of the »Excel« class. The ships, both accomodating more than 6,400 passengers and running on LNG, will be delivered in 2027 and 2028. ■

© Meyer Werft

»Disney Wish«, delivered in 2022

MEYER WERFT

Saved from insolvency

The multi-billion euro rescue of the financially ailing Meyer Werft shipyard by the state is a done deal. After the budget committee of the Bundestag, the budget committee of the Lower Saxony state parliament has also approved of aiding Meyer. The federal and state governments are each taking a 40 % stake in the Papenburg shipyard. In return, they will each pay €200 million as a capital contribution.

Despite a good order situation, Meyer Werft ran into financial difficulties. The liabilities amount to € 2.6 billion. Meyer Werft will in future be managed as a group with a supervisory board and group works council based in Germany. This was seen as a prerequisite for state involvement. At the same time, a restructuring programme is to be implemented, which will involve job cuts. Despite the present financial challenges, the company has orders worth €11 billion up to 2031, and the successful refinancing will secure employment at the shipyard and in its extensive supplier network. According to an independent expert, the existence of more than 20,000 jobs in Germany is directly and indirectly dependent on the continued existence of the shipyard. ■

NVL, TKMS & GNY

Corvette »Karlsruhe« christened in Hamburg

© Bundeswehr

»Karlsruhe« is the third vessel in a series of five corvettes

Three German shipbuilders are involved in the K130 corvette project for the German Navy. The »Karlsruhe«, the third ship in a new series, has been christened last summer.

In Hamburg at the Blohm+Voss shipyard, which now belongs to the Bremen-based Lürssen Group, Gabriele Luczak-Schwarz, Lord Mayor of the eponymous city of Karlsruhe, gave the ship with construction number 8 of the K130 corvette class its name. The Bundeswehr celebrated the ceremony shortly afterwards as a »further milestone in strengthening the German Navy«.

The contract to build the corvettes was awarded to a consortium of shipyards. The NVL Group (the naval division of Lürssen), Thyssenkrupp Marine Systems (TKMS) and German Naval Yards Kiel are the leading members of the consortium. The keel for the aft ship was laid at the NVL site in Wolgast, while the forecastle was built in Kiel. The forecastle and stern were then moved to Blohm+Voss for joining. The construction contract includes design services, production, the integration of all systems, equipment and installations and the design of the land and training facilities. Comprehensive logistics and services, including technical documentation and the training of future crew members, are also part of the contract.

The successive delivery of five new corvettes will provide the navy with additional capabilities for surface reconnaissance and maritime target engagement, particularly in coastal waters, from 2025. All five are currently in various stages of production at the Hamburg shipyard. ■

THYSSENKRUPP MARINE SYSTEMS

Submarine orderbook grows by six

The German Bundestag's Defence and Budget Committees have approved the procurement of four additional 212CD class submarines, to be built by Thyssenkrupp Marine Systems (TKMS) in Wismar. The order volume amounts to just under €5 billion. Two further submarines of this type are also to be built for NATO partner Norway. This significantly increases the number of submarines ordered for the Bundeswehr from two to six. The agreement originally concluded with TKMS in July 2021 included the manufacture and delivery of an initial six identical submarines, two for Germany and four for Norway. It is not yet clear which parts of the boats will be built at the main site in Kiel or in Wismar.

At the same time, the Defence Committee approved the »initial financing« of the US Aegis combat system. This means that it is certain that TKMS will be awarded the contract to build the new F127 frigates together with one or more partners. The MEKO A-400 from TKMS is the only national ship design that can accommodate such an air defence system.

Following the decision on further orders, IG Metall Küste is pushing for the expansion of the shipyard site in Wismar. When IG Metall Küste and TKMS took over the site in Wismar, buildings and facilities from the insolvency estate of MV Werften in June 2022, they agreed on key points for the creation of jobs at the new site in Wismar. According to the agreement, the purchase of the shipyard will be linked to »good, collectively agreed work and training, which the company also stands for at its other locations«. According to the agreement, 800 employees will be hired directly and on a permanent basis for the construction of submarines and up to 1,500 employees for further orders for surface vessels. TKMS currently employs just 140 people in Wismar, mainly engineers and trainees. ■

© TKMS

Thyssenkrupp Marine Systems is building submarines for Germany and Norway

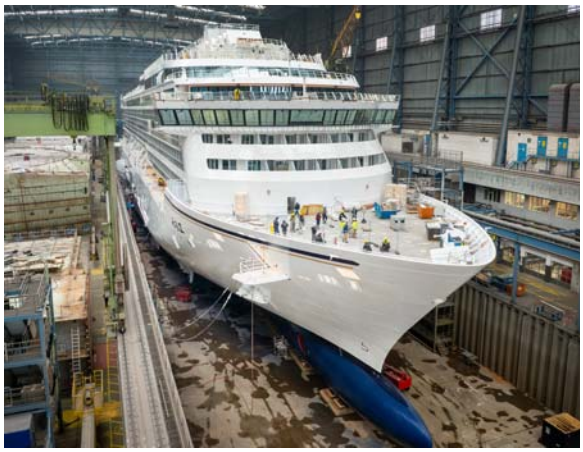
MEYER WERFT

Docking out the first ship of 2025

The first newbuilding of 2025 has left the building dock of Meyer Werft in Papenburg, with further interior work being finished within February. According to a public announcement by the Lower Saxony Water Management, Coastal Defence and Nature Conservation Agency (NLWKN), the passage across the Ems from Papenburg to the North Sea is planned for early March.

The 230 metre long »Asuka III« is the first ship built by the Papenburg shipbuilders for a Japanese client. The company landed the order in the middle of the Covid-19 pandemic in 2021. There is space for 740 passengers on board, far less than on an average Western cruise ship. The »Asuka III« is fuelled by liquefied natural gas (LNG) and is fully tailored to the needs of the Japanese market, featuring for example a spa area and a Japanese open-air pool. The client NYK Cruises is part of the Nippon Yusen Kaisha Line, a company founded in 1885 and one of the largest shipping companies in the world. The NYK Group has one of the largest global transport and logistics networks.

While the »Asuka III« is being prepared for delivery in Papenburg, the next cruise ship for Disney Cruise Line, the »Disney Destiny«, is already under construction in the larger of the two building docks at Meyer Werft. The 144,000 GT ship is due to enter service in November. ■



© Meyer Werft

»Asuka III« in Meyer's building dock in Papenburg

FERUS SMIT

Three more tankers for Erik Thun

Ferus Smit shipyard in Leer launched the »Thun Reliance«, the next newbuilding for Swedish Erik Thun shipping group. The ship was christened immediately after the traditional transverse launch. Her namesake is Camilla Dimberg, Head of Physical Management at Preem, Sweden's largest mineral oil company and a customer of Erik Thun.

After delivery, the tanker will operate for Preem on a long-term basis. It will be technically managed by the MF Shipping Group. The »Thun Reliance« is the second in a series of eight »Resource Efficiency« sisters to be ordered. The shipping company is a long-standing and good customer of the shipbuilder, which has its headquarters and a shipyard in the Netherlands, but also operates a shipyard in Leer, Eastern Frisia. Erik Thun has already received over 40 ships from Ferus Smit. The shipping company operates a fleet of MPP and drybulk vessels and tankers through various subsidiaries. The new tankers in the 'Resource' series have been given a design »with adaptive propulsion to minimise energy consumption, shore power connection, battery pack, state-of-the-art hull design and the most resource-efficient engines«, announced Erik Thun. Later the same year, Ferus Smit delivered the Lake Vanern Max »Lidan«, while launching its sister ship »Spiken« only a few weeks later. ■

© Ferus Smit

Transverse launch of the »Thun Reliance« in Leer

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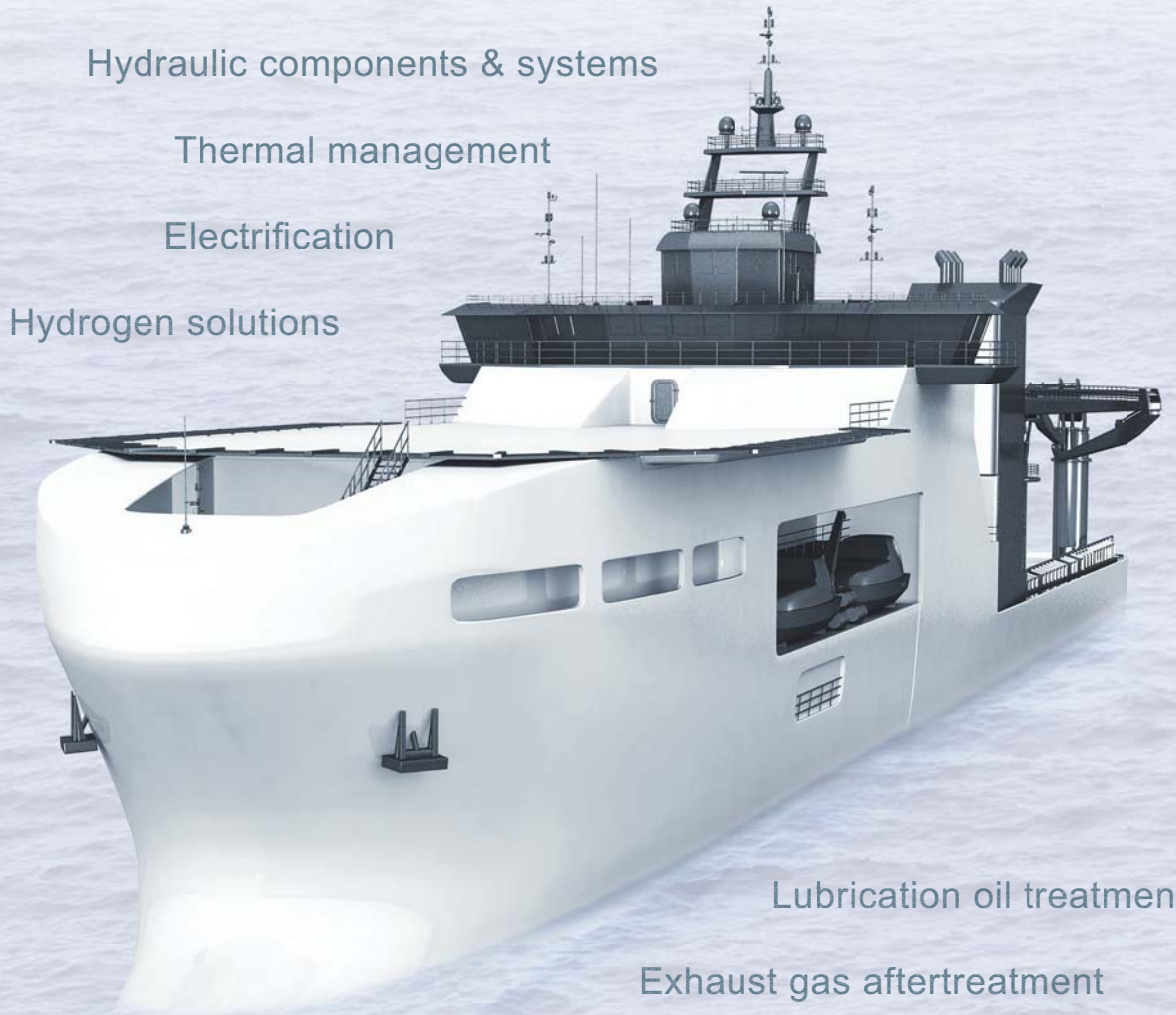

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LÜRSSEN

»Dragonfly« close to taking off

Lürssen has delivered a new 142 metre long mega yacht. While the project was launched under the name »Alibaba«, it has since been changed to »Dragonfly«. The silhouette of the striking yacht in the style of a modern frigate was developed by Germán Frers from Argentina, a firm known for its sailing yachts. The interiors were designed by the Milan-based studio Nauta Design, which is also active in the outfitting of sailing yachts.

The new »Dragonfly«, owned by Google founder Sergey Brin, has four passenger decks with a helicopter hangar on the upper deck and a spacious aft deck that takes up almost half of the outer profile.

Another special feature is the diesel-electric drive concept. The ship has two MAN diesel engines that drive two controllable pitch propellers equipped with PTI/PTO units via individual gearboxes. These either provide the electric drive or generate electrical energy for operation.

The yacht is also powered by an electric azimuth pod drive, which can be used in electric mode either separately or together with other drive components to generate the maximum speed of up to 24 knots. This yacht is currently ranked 23rd in the world in terms of ship length. Among the yachts built by Lürssen, »Dragonfly« is ranked 13th.

Over the course of last year, Lürssen has also delivered »Kismet« (see »Ship of the Year« on page 40) and »Haven«, former known by its project name »Cali«. The ship left Germany for its maiden voyage in June. According to the Lürssen, »Haven« was designed in-house, while the interior was created by British design studio RWD. A particular highlight is the 300 square metre sun deck with a jacuzzi, open-air cinema and a cooking station with pizza oven and barbecue. Movable windbreaks offer protection from all weather conditions. ■

© C. Eckardt

»Dragonfly« in front of Lürssen shipyard in Bremen-Vegesack

STAHLBAU NORD

Sections for navy fuel tankers

© C. Eckardt

The sections weigh 415 and 680 tonnes

Stahlbau Nord (SBN), which belongs to the Bremerhaven-based Rönner Group, has produced two further sections for the German Navy's second, as yet unnamed, fuel tanker in the city's fishing harbour. The sections weigh around 415 and 680 tonnes respectively and are 24 metres high. They were loaded onto the Polish heavy-duty pontoon »TRD Voyager« in order to be transferred to Rostock-Warnemünde by the tugboat »Leopard«. The two fuel tankers are being built at Neptun Werft under subcontract to the Meyer Group. Stahlbau Nord had already produced several so-called ring sections in the »Lunehalle«, which were then loaded onto a heavy-duty pontoon from the Leer-based company Ems Offshore.

According to reports, these were the last blocks for the second naval fuel tanker to be manufactured by Stahlbau Nord. Originally, the order was to be processed by the crisis-ridden FSG shipyard in Flensburg. SBN is said to have received the order for the four blocks, including an engine room module, from Neptun Werft in the spring of 2024.

The keel for the first of two new fuel tankers for the German Navy was laid the year before at Neptun Werft. These will replace the outdated class 704 ships »Rhön« and »Spessart«, which have been in service since 1977.

More than €900 million will be invested. Each of the new Class 707 tankers can take around 12 million litres of fuel on board and refuel up to two warships at sea at the same time. The new tankers fulfil modern environmental standards and have double outer hulls that prevent the ship's diesel from leaking out of the tank storage facilities on board in the event of an accident. Compared to their predecessors, the newbuilds also have significantly larger superstructures for accommodating up to 42 crew members and 23 embarked soldiers or passengers. There is no armament or special military equipment for cost reasons. ■

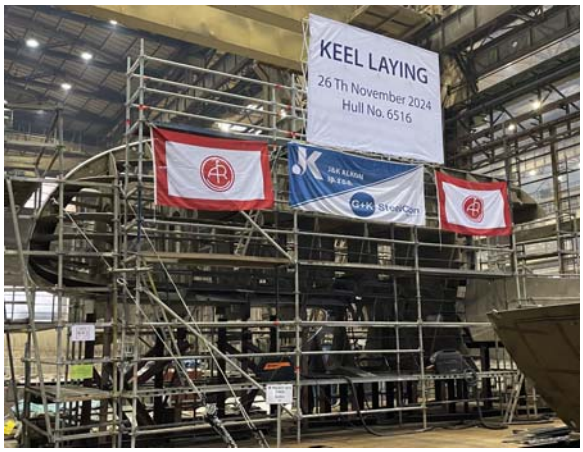
ABEKING & RASMUSSEN

Keel laid for new superyacht

On behalf of Abeking & Rasmussen shipyard, G&K Steelcon in Szczecin (Poland) has laid keel for a new yacht project. According to the information provided, the newbuild is going to be a 79.95 metre motor yacht. Further details on the ship, going by construction number 6516, were not initially given.

The design is said to come from a renowned British studio, with a »modern but cozy interior«. The ship is also designed for a range of water sports activities. Among others, these include tender boats and jet skis. Delivery is scheduled for 2026.

Last year, the traditional shipyard Abeking & Rasmussen delivered its largest yacht to date, the 118.2 metre superyacht »Livao«. The current newbuild, on the other hand, will once again follow the proven design of earlier 80-metre-projects. ■



© Abeking & Rasmussen

The yacht's hull is currently being built in Szczecin

NEPTUN WERFT

»Heart« of research vessel »Meteor IV« completed

Delivery of the new German research vessel »Meteor IV« is scheduled for 2026. The »centrepiece«, namely being the engine room module, left Neptun werft in August 2024. As the subsidiary of the Meyer shipyard group announced, the engine room module of the »Meteor« was then being transferred to its headquarters in Papenburg.

© Neptun Werft

Engine room module of the »Meteor IV«

Together with Fassmer shipyard in Lower Saxony, Meyer Group is developing and building the new research vessel for the Federal Ministry of Education and Research. The ship is being managed by Briese Group from Leer.

The new »Meteor« has a length of around 125 metres and a tonnage of 10,000 GT. In addition to 35 scientists, there is room on board for 36 nautical and technical crew members. It is designed for worldwide multifunctional and interdisciplinary research operations, primarily in the Atlantic. The newbuild will make an important contribution to national and international marine research, particularly in the fields of climate and environmental research. Once the ship has been delivered, it will replace the existing »Meteor« and also the »Poseidon«, which has already been decommissioned.

Neptun Werft has a »well-filled order book« up until 2026 with orders for ten river cruise ships (recently grown with an additional order of eight), two naval fuel supply vessels and parts of the research vessel »Meteor IV«. The Group is also planning to enter the construction of offshore converter platforms together with the Belgian company Smulders in Rostock. ■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GERMAN NAVAL YARDS

Second EGV receives hospital unit

German Naval Yards has installed the second integrated Marine Operational Rescue Centre (iMERZ) on a German Navy Einsatzgruppenversorger (EGV, Combat Group Support Vessel). After the »Frankfurt am Main« was already equipped with an iMERZ at the Kiel shipyard in 2022, the next rescue centre has been successfully installed on the EGV »Berlin« in 2024.

This means that the second of a total of three ships in the Bundeswehr's Berlin class now also has a fully comprehensive medical facility on board. With a length of 174 metres and a displacement of 20,200 tonnes, the three supply ships of the 702 class are the largest seagoing units of the German Navy.

German Naval Yards was awarded the contract for the design and construction of the integrated Marine Emergency Rescue Centre for the »Berlin« in mid 2023. Like its predecessor iMERZ I, the iMERZ II was integrated as a fixed deckhouse on the support vessel.

© German Naval Yards

The iMERZ was installed as a module

The original approach was based on a container solution. The permanently integrated solution should lead to an optimisation of medical care processes and an improved connection to the ship.

The rescue centres offer the navy two fully-fledged hospitals at sea, each with an infirmary, two operating theatres, an X-ray room, a dental technology department, various laboratories and state-of-the-art medical technology. According to the information provided, the i MERZ enables comprehensive trauma surgery and intensive medical care for soldiers. ■

© German Naval Yards

EGV »Berlin« at German Naval Yards in Kiel

FSG-NOBISKRUG

Shipyards taken over by Rönner and Lürssen

© Marianne Lins / FSG

Daniel Günther, Prime Minister of Schleswig-Holstein, addressing shipyard workers

German shipyards FSG and Nobiskrug have been saved from insolvency, securing hundreds of jobs. Following weeks of uncertainty, the two companies previously belonging to Lars Windhorst's Tennor Group will be operated by Rönner and Lürssen, with Rönner taking over FSG and Lürssen operating Nobiskrug as part of the neighbouring Lürssen-Kröger shipyard in Schacht-Audorf. Lürssen has submitted a notarised offer.

The provisional insolvency administrators Christoph Morgen (law firm Brinkmann & Partner) and Hendrik Gittermann (Reimer) announced that they will accept these offers as insolvency administrators in the week following the opening of the insolvency proceedings. The FSG and Nobiskrug staff were informed of this at staff meetings.

Schleswig-Holstein's Minister President Daniel Günther and State Secretary for Economic Affairs Julia Carstens came to the Flensburg shipyard to mark the occasion. The owners of the Rönner Group introduced themselves personally to the employees. Chas Kelly, Chairman of Searoad Shipping from Tasmania / Australia, explained that he had placed an order with the Rönner Group to complete the shipbuilding work in Flensburg.

However, due to the significant investment backlog, both shipyards are currently not operational. Extensive preparatory work still needs to be done in the coming months. A transfer company has therefore been set up for the employees, which will ensure the transition from February 1st and enable further training. Over 95 % of the employees have contractually agreed to this approach. 310 of them belong to FSG, a further 140 to Nobiskrug. The transfer company has a term of four months, during which the workers will receive 80 % of their net wages. Both the union IG Metall Küste and the German Shipbuilding and Ocean Industries Association (VSM) welcomed the decision. »The tragedy that has caused so much frustration is finally over,« VSM General Manager Reinhard Lüken stated. ■

LLOYD WERFT

New research vessel as a platform for innovation

The German Aerospace Centre (DLR) has commissioned Lloyd Werft in Bremerhaven to build a new research vessel. The base ship is expected to cost around €36 million. With the ship, DLR is offering the maritime industry the opportunity to jointly research innovative, climate-friendly propulsion concepts. Completion is planned for summer 2027.

The DLR Institute of Maritime Energy Systems in Geesthacht and Kiel is researching and developing new solutions for utilising renewable energies in the maritime sector. Together with the Hamburg-based engineering firm SDC Ship Design & Consult, DLR has developed the overall design for the new research vessel, which is now being built by Lloyd Werft.

In the ship's specially designed test engine room, DLR researchers will test technologies based on hydrogen and batteries – also together with commercial enterprises from the maritime industry. Components that have not yet been certified, such as energy converters or reformers, can also be tested under real conditions. The tests will focus on how the energy generated can be safely fed into the on-board network and thus used for propulsion. The ship will be 48 metres long and 11 metres wide, with a draught of 3.2 metres. The ocean-going vessel will mainly be travelling on the North Sea and Baltic Sea for test trips lasting one to several days and will offer space for a maximum of 20 people. After completion, the vessel will have its home port in Kiel. ■

© Lloyd Werft

DLR concept for the new research vessel by Lloyd Werft

HITZLER WERFT

»Impulse« leaps over the Baltic Sea

Robert Habeck, Federal Minister of Economics, christened the offshore transfer vessel »Impulse« in Kappeln. It is the first new Wallaby with an innovative damper system. The ship was built by Hitzler Werft in Lauenburg, with the hydraulic parts being provided by Hydac. The energy company EnBW and Wallaby Boats have jointly launched the ship.

The innovative suspension system was developed and designed by Nauti-Craft. It allows the two hulls of the catamaran to compensate for wave movements independently of each other. These features make the transfer of technicians to offshore wind turbines not only more comfortable, but also significantly safer. The »Impulse« can operate in waves up to 2.1 metres high.

Ships with a hull suspension system also offer the advantage that the crew is exposed to less noise, ship movements and centrifugal forces. This significantly reduces the risk of seasickness and other health problems. The »Impulse« is reportedly the first industrial catamaran in the world with such a system in commercial use. At the christening, Habeck spoke of a »pioneering piece of German engineering.« To achieve the goal of producing a total of 30 GW of power in German offshore wind farms by 2030, more ships like this would be needed. ■

© Selzer

The »Impulse« features an innovative damper system

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Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
Abeking & Rasmussen Schiffs- und Yachtwerft, Lemwerder | www.abeking.com												
6510	Multipurpose Vessel		Federal Waterways and Shipping Agency (WSV)			104.60						2025
6511	Multipurpose Vessel		Federal Waterways and Shipping Agency (WSV)			104.60						2026
6512	Multipurpose Vessel		Federal Waterways and Shipping Agency (WSV)			104.60						2027
6515	Offshore Research Vessel		Republic of Indonesia			105.00						2025
6516	Yacht					80.00						2027
6517	SWATH@A&R Pilot Tender		Nederlands Loodswezen			25.00						2026
6518	SWATH@A&R Pilot Tender		Nederlands Loodwezen			25.00						2026
Schiffswerft Hermann Bartel GmbH, Derben | www.barthel-werft.de												
214	Ferry	Missunde III	LKN.SH			34.00	9.00	0.80	34	Electric		2024
218	Work Boat	Dorsten	WSA Westdeutsche Kanäle			15.87	4.76	0.90	221	Diesel		2024
219	Work Boat	Seehund	NLWKN			16.35	4.85	1.10	2 x 154	Diesel		2025
220	Pram	Borken	WAS Ems-Nordsee			36.52	6.69	2.00	221	Diesel		2025
221	Sea Survey Vessel	Memmert	NLWKN			17.18	4.70	1.20	2 x 368	Diesel		2025
Schiffswerft Bolle GmbH, Derben | www.schiffswerft-bolle.de												
244	Work Boat	Gieselwerder	WSA Weser			25.90	8.90	0.95	2 x 195	Navigator / RP		2025
245	Work Boat	Celle	WSA Weser			25.90	8.90	0.95	2 x 195	Navigator / RP		2024
246	Work Boat	Proj. Rhein	WSA Rhein			33.30	7.40	1.20	2 x 200	Schottel SRP		2025-27
247	Work Boat	Proj. Rhein	WSA Rhein			33.30	7.40	1.20	2 x 200	Schottel SRP		2025-27
248	Work Boat	Proj. Rhein	WSA Rhein			33.30	7.40	1.20	2 x 200	Schottel SRP		2025-27
249	Work Boat	Proj. Rhein	WSA Rhein			33.30	7.40	1.20	2 x 200	Schottel SRP		2025-27
250	Work Boat	Proj. Rhein	WSA Rhein			33.30	7.40	1.20	2 x 200	Schottel SRP		2025-27
251	Work Boat	Bergeshövede	WSA Westdeutsche Kanäle			33.00	6.40	0.95	1 x 3	Conventional		2025
252	Pram	OP 4350	WSA Oberrhein			19.70	6.30	0.65				2025
253	Pram	DP 4361	WSA Westdeutsche Kanäle			22.00	6.50	0.50				2025
Schiffswerft Diedrich GmbH, Moormerland | www.schiffswerft-diedrich.de												
	Harbour Boat	Engelke	AG Ems	75 Pax		22.50	5.10	1.25-1.45	10	Electric		2024
Fr. Fassmer GmbH & Co. KG. Berne/Motzen | www.fassmer.de												
8050	Multi Purpose Vessel		German Customs			67.00				LNG		2024
8090	Multi Purpose Vessel*	MPV70	Astinave E.P.		1.85	80.60	13.00	3.90				2026
8160	Research Vessel***	Meteor IV	German Federal Ministry of Education and Research (BMBF)		10.00	125.00				Diesel-Electric		2026
1050	Hydrographic Vessel**	MPV105	Bantu Hidro Oseanografi (BHO) Indonesia			105.00						2025
1060	Fishery Research Vessel	Walther Herwig	German Federal Office for Agriculture and Food (BLE)			85.00	18.00	6.10	2 x 1300	Diesel-Electric		2027
9010	Offshore Patrol Vessel		Ministry of Defence Singapore									2027
9020	Offshore Patrol Vessel		Ministry of Defence Singapore									2028
9030	Offshore Patrol Vessel		Ministry of Defence Singapore									2029
9040	Offshore Patrol Vessel		Ministry of Defence Singapore									2030
* Material package | ** in cooperation with Abeking & Rasmussen | *** in cooperation with Meyer Werft												
Ferus Smit Leer GmbH, Leer | www.ferus-smit.nl												
467	Chemical Tanker*	Thun Resource	Erik Thun	7,999		115.00	15.90	6,95	1,900			05/2024
468	Chemical Tanker*	Thun Reliance	Erik Thun	7,999		115.00	15.90	6,95	1,900			06/2024
469	Chemical Tanker*	R-Class	Erik Thun	7,999		115.00	15.90	6,95	1,900			12/2025
472	Chemical Tanker*	R-Class	Erik Thun	7,999		115.00	15.90	6,95	1,900			04/2026

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
474	Chemical Tanker*	R-Class	Erik Thun	7,999		115.00	15.90	6,95	1,900			08/2026
475	Chemical Tanker*	R-Class	Erik Thun	7,999		115.00	15.90	6,95	1,900			12/2026
476	Chemical Tanker*	R-Class	Erik Thun	7,999		115.00	15.90	6,95	1,900			03/2027
485	Chemical Tanker*	R-Class	Erik Thun	7,999		115.00	15.90	6,95	1,900			06/2027
463	Multi-Purpose Dry Cargo-Vessel*	Lidan	Erik Thun	5,100		89.00	13.35	6.24				09/2024
464	Multi-Purpose Dry Cargo-Vessel*	Spiken	Erik Thun	5,100		89.00	13.35	6.24				11/2024
466	Multi-Purpose Dry Cargo-Vessel*	Nossan	Erik Thun	5,100		89.00	13.35	6.24				03/2025
473	Multi-Purpose Dry Cargo-Vessel*	Lake Vanern Max	Erik Thun	5,100		89.00	13.35	6.24				06/2025
486	Multi-Purpose Dry Cargo-Vessel*	Lake Vanern Max	Erik Thun	5,100		89.00	13.35	6.24				10/2025
487	Multi-Purpose Dry Cargo-Vessel*	Lake Vanern Max	Erik Thun	5,100		89.00	13.35	6.24				01/2026
477	Multipurpose Vessel*	FWN Antarctic	Forestwave Navigation	12,500		144.00	18.00					01/2025
478	Multipurpose Vessel*	FWN Adriatic	Forestwave Navigation	12,500		144.00	18.00					07/2025
* in cooperation with Ferus Smit Westerbroek												
Schiffswerft Fischer, Könnern | www.schiffswerft-fischer.de												
no current orders known												
FSG Nobiskrug Holding GmbH*												
Flensburger Schiffbau-Gesellschaft mbH & Co. KG. | www.fsg-ship.de												
784	RoRo Vessel		SeaRoad	12,183	43,100	210.00	29,30	6,35	2x 10,300	2 x 9L46DF	22.50	2025
Nobiskrug GmbH, Rendsburg | www.nobiskrug.com												
793	Motor Yacht	Black Shark		Reg Part A	>2,000	77.10	12.75					tbc
798	Motor Yacht	Bullseye		Reg Part A	>2,000	80.00						tbc
799	Motor Yacht	Orkan		Reg Part A	>2,000	83.00						tbc
* filed for insolvency – FSG taken over by Rönner Group, Nobiskrug taken over by Lürssen. Future shipbuilding activity to be confirmed.												
German Naval Yards GmbH, Kiel | www.germannaval.com												
	iMERZ (integrated Save & Rescue Center) for EGV	Berlin										
	Yacht Hull											2025
	5 x Korvette K130*		German Navy			89.00						2025
	6 x Frigate F126**		German Navy			166.00						2025-tbc
* in cooperation with NVL and TKMS | **in cooperation with B+V / NVL												
Hitzler Werft GmbH, Lauenburg | www.hitzler-werft.de												
835	Crew Transfer Vessel	Impulse	Wallaby Boats	12 Pax		18.00	8.00	2.70	2 x 515	Volvo		2024
837	Research Vessel	Coriolis	Helmholtz-Zentrum Hereon	12 Pax	<240	29.90	8.00	1.50	2 x 400	Diesel-electric + Fuel Cell	12.00	2024
838	Bunkering Station	Johannisbollwerk	Hoyer Marine			30.00	8.00	2.00				2025
839	Shallow Water Ferry	Amt Neuhaus	Mobilitätsinfrastruktur und -betriebs mbH Lüneburg	100 Pax		45.00	11.45	0.80	2x 175 kW	Biomethane generator		2025
Kötter Werft GmbH, Haren | www.koetter-werft.de												
no current orders known												
Lloyd Werft Bremerhaven GmbH | www.lloydwerft.com												
	Research Vessel		German Aerospace Centre			48.00	11.00	3.20				2027
Lübecker Yacht Trave Schiff GmbH | www.luebeckyacht.de												
no current orders known												

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
Fr. Lürssen Group | www.luerssen.com												
Blohm + Voss Shipyards. Hamburg | www.blohmvoss.com												
no current orders known												
Fr. Lürssen Werft GmbH & Co. KG. Bremen-Vegesack												
	Yacht	Luminance	Rinat Akhmetov			145.00	20.00			MTU	20.00	2024
	Yacht	Dragonfly	Sergey Brin			142.00						2024
	Yacht	Kismet	Shahid Khan			122.00						2024
	Yacht	Haven				82.00						2024
	Yacht	JassJ			3,420	103.00						2025
	Yacht*	Cap d'Ail			1,500	62.00				Diesel		2027
	Korvette K130**	Köln	German Navy	1,840		89.00	13.00	3.40	14.800	2 x Diesel MTU 1163 20V	26.00	2025-tbc
	Korvette K130**	Emden	German Navy	1,840		89.00	13.00	3.40	14.800	2 x Diesel MTU 1163 20V	26.00	2025-tbc
	Korvette K130**	Karlsruhe	German Navy	1,840		89.00	13.00	3.40	14.800	2 x Diesel MTU 1163 20V	26.00	2025-tbc
	Korvette K130**	Augsburg	German Navy	1,840		89.00	13.00	3.40	14.800	2 x Diesel MTU 1163 20V	26.00	2025-tbc
	Korvette K130**	Lübeck	German Navy	1,840		89.00	13.00	3.40	14.800	2 x Diesel MTU 1163 20V	26.00	2025-tbc
	3 x Fleet Service Vessel**		German Navy									
	2 x Marine Fuel Supply Vessel**		German Navy									
	6 x Frigate F126**		German Navy									
	3 x Customs Service Boat		German General Customs Directorate									
	Multipurpose Vessel***		Bulgarian Navy									2025
	Multipurpose Vessel***		Bulgarian Navy									2026
	6 x Offshore Patrol Vessel		Australian Navy									
* former Project 794 at Nobiskrug | ** in cooperation with TKMS and German Naval Yards | *** to be built at MTG Dolphin in Varna, Bulgaria												
Lürssen-Kröger Werft GmbH & Co. KG, Schacht-Audorf												
no current orders known												
Peene-Werft, Wolgast												
no current orders known												
Lux-Werft und Schiffahrt GmbH, Niederkassel | www.lux-werft.de												
230	Passenger Vessel	ThePioneerTwo	Media Pioneer	250 Pax		52,00	8,20	1,05	240	Electric		2024
231	Passenger Vessel	Stromer	Poschke Fahrgastschifffahrt	100 Pax		23.80	6,20	1,20	100	Electric		2024
232	Passenger Vessel	Adler Nature	Adler Schiffe GmbH	250 Pax		32.00	9.00	1,20	240	Electric		2024
234	Ferry	Altrip	Rheinfähre Altrip	250 Pax		54,00	14,00	0,95	4 x 205	Electric		2025
229	Passenger Vessel	Hennesee	Lux-Werft und Schifffahrt	540 Pax		38,20	13,80	1,05	2 x 182	Electric		2025
233	Passenger Vessel	Gmund	Bayerische Seeschifffahrt	180 Pax		25	6.00			Electric		2026
Werftgruppe Meyer | www.meyerwerft.de												
Meyer Werft, Papenburg												
720	Cruise Vessel	Silver Ray	Silversea Cruises	728 Pax	54,700	243.60	29.60	6.85		LNG / Fuel Cell	19.00	2024
718	Cruise Vessel	Disney Treasure	Disney Cruise Line	2,500 Pax	143,660	340.90	39.00	8.60		LNG		2024
721	Cruise Vessel	Asuka III	NYK Cruises	744 Pax	52,200	230.20	29.80	7.00		LNG		2025

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
706	Cruise Vessel	Disney Destiny	Disney Cruise Line	2,500 Pax	143,660	340.90	39.00	8.60		LNG		2025
	Apartment Vessel	M/Y Njord	Ocean Residences Development	1,000 Pax	84,800	289.30	33.50			Methanol		2026
724	Cruise Vessel		Carnival Cruise Line	6,400 Pax	180,000	344.00	42.00					2027
725	Cruise Vessel		Carnival Cruise Line	6,400 Pax	180,000	344.00	42.00					2028
723	Cruise Vessel		Disney Cruise Line		144,000					LNG		2027
722	Cruise Vessel		Oriental Land Company							LNG		2028
731	Cruise Vessel		Disney Cruise Line	3,000 Pax	100,000					Bio fuel		2029
732	Cruise Vessel		Disney Cruise Line	3,000 Pax	100,000					Bio fuel		2030
733	Cruise Vessel		Disney Cruise Line	3,000 Pax	100,000					Bio fuel		2031
727	Steel construction for converter platform*	DolWin4	Dragados / Amprion									2024
728	Steel construction for converter platform*	BorWin4	Dragados / Amprion									2025
729	Steel construction for converter platform*	BalWin4	Dragados / Amprion									2025
730	Steel construction for converter platform*	BalWin4	Dragados / Amprion									2026

* subcontract from Dragados (Spain)

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
Neptun Werft GmbH & Co. KG, Rostock | www.neptunwerft.de												
726	Research Vessel*	Meteor IV	BMBF + BAW		10,000	125.00			6,800	Diesel-electric		2024
573	Fuel Supply Tanker		German Navy	20,000		170.00	24.00	9.50			18.00	2026
574	Fuel Supply Tanker		German Navy			170.00	24.00	9.50			18.00	2027
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60			21.00	2025-26
587-596	River Cruise Vessel		Viking River Cruises	168 Pax		125.00	11.45			Hybrid		2025-26
587-596	River Cruise Vessel		Viking River Cruises	168 Pax		125.00	11.45			Hybrid		03/2025
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
597-604	River Cruise Vessel		Viking River Cruises	190 Pax		135.00	11.45	1.60				2027-28
* in cooperation with Fassmer Werft												
Meyer Wismar | www.meyerwismar.de												
125	Cruise Vessel	Disney Adventure	Disney Cruise Line		208,000	342.00	46.00					2025
Meyer Turku Shipyard Oy | www.meyerturku.com												
1400	Cruise Vessel	Icon of the Seas	Royal Caribean International	5,690 Pax	250,000	365.00	67.00	9.25	33,296	3 x Dual Fuel Engines		11/2023
1404	Cruise Vessel	Mein Schiff 7	TUI Cruises	2,900 Pax	111,500	315.70	35.80	7.90	48,000	4 x Wärtsilä		2024
1401	Cruise Vessel	Star of the Seas	Royal Caribean International	5,610 Pax	250,000	365.00	66.00	9.25		LNG		2025
1402	Cruise Vessel		Royal Caribean International		250,000							2026
1403	Cruise Vessel		Royal Caribean International		250,000							2027
1406	Offshore Patrol Vessel		Finnish Government									2025
1407	Offshore Patrol Vessel		Finnish Government									2026
Neckar Bootsbau Ebert GmbH, Neckarsteinach | www.nebo.de												
No current orders known												
Neue Oderwerft GmbH, Eisenhüttenstadt | www.neue-oderwerft.de												
No current orders known												

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
Neue Ruhrorter Schiffswerft GmbH, Duisburg | www.nrsw.de												
870	Push Lighter Europe Type II d	Veerhaven 116	ThyssenKrupp Veerhaven			70.50	11.48	3.20				2025
871	Push Lighter Europe Type II d	Veerhaven 117	ThyssenKrupp Veerhaven			70.50	11.48	3.20				2025
872	Push Lighter Europe Type II d	Veerhaven 118	ThyssenKrupp Veerhaven			70.50	11.48	3.20				2025
Ostseestaal GmbH & Co. KG, Stralsund | www.ostseestaal.com												
	Electric Ferry		Autorità di Bacino Lacuale dei Laghi d'Iseo	140 Pax		26.32	6.00		2 x 100	Solar-Electric	10.20	2024
	Electric Ferry		Autorità di Bacino Lacuale dei Laghi d'Iseo	140 Pax		26.32	6.00		2 x 100	Solar-Electric	10.25	2024
	Electric Ferry		Harbour Project Company Heligoland	95 Pax		15.20	5.60		2 x 125	Solar-Electric		2025
Rönner Gruppe, Bremerhaven | www.hr-gruppe.de												
SET Schiffbau und Entwicklungsgesellschaft Tangermünde mbH | www.set-schiffbau.de												
209	Work Boat Aluminium		Regierungspräsidium Freiburg			15.00	5.62	0.70	2 x 50	Hydraulic paddle wheel drive	4.30	09/2025
210	Work Boat Aluminium		Regierungspräsidium Tübingen			15.00	5.62	0.70	2 x 50	Hydraulic paddle wheel drive	4.30	09/2025
211	Work Boat Aluminium		Wasserwirtschaftsamt Kempten			15.00	5.62	0.70	2 x 50	Hydraulic paddle wheel drive	4.30	09/2025
212	Passenger Ferry	Neuland	HADAG Seetouristik und Fährdienst AG			33.40	8.00	1.87	1 x 478	Diesel-Electric, Voith Schneider	11.30	07/2024
213	Passenger Ferry	Finkenwerder	HADAG Seetouristik und Fährdienst AG			33.40	8.00	1.87	1 x 478	Diesel-Electric, Voith Schneider	11.30	11/2024
214	Passenger Ferry	Grasbrook	HADAG Seetouristik und Fährdienst AG			33.40	8.00	1.87	1 x 478	Diesel-Electric; Voith Schneider	11.30	02/2025
215	Water monitoring and oil recovery vessel		Landesbetrieb für Küsten-schutz, Nationalpark und Meeresschutz			40.65	9.50	2	2 x 375	Diesel-Electric, Rudder propeller	6.50	06/2025

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
Stahlbau Nord, Bremerhaven | sbn-bhv.de												
no current orders known												
Siemer Jachtservice Hunte-Ems GmbH, Barßel-Reekenfeld | www.siemer-jachtservice.de												
	Patrol Vessel	WSP 9	Police Nordrhein-Westfalen			17.30	4.40	1.25	2 x 331	2 x FPT Marinem. C87ENTM	27.00	03/2024
	Patrol Vessel		Police Sachsen-Anhalt			14.70	4.00	1.10	2 x 257	2 x FPT Marinem. N67ENTM	45.00	06/2025
	Patrol Vessel		Police Sachsen-Anhalt			14.70	4.00	1.10	2 x 257	2 x FPT Marinem. N67ENTM	45.00	12/2025
	Patrol Vessel		Police Sachsen-Anhalt			14.70	4.00	1.10	2 x 257	2 x FPT Marinem. N67ENTM	45.00	2026
Tamsen Maritim GmbH, Rostock | www.tamsen-maritim.de												
TM 2201	Fishery Inspection Boat	Goldbutt	LALLF-MV			17.60	5.00	1.00	2 x 588	Volvo D13-800	30.00	01/2025
ThyssenKrupp Marine Systems GmbH, Kiel | www.thyssenkrupp-marinesystems.com												
TKMS Kiel and Hamburg												
	Submarine	Drakon	Israel Navy									2024
	Submarine	Invincible	Singapore Navy		2,000	72.00				Diesel-Electric + AIP		2024
	Submarine	Impeccable	Singapore Navy		2,000	72.00				Diesel-Electric + AIP		2024

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
	Submarine	Illustrious	Singapore Navy		2,000	72.00				Diesel-Electric + AIP		2025
	Submarine	Inimitable	Singapore Navy		2,000	72.00				Diesel-Electric + AIP		2025
	Submarine HDW Class NTSP (214TR) *******	TCG Pirireis	Turkish Navy	-								2023
	Submarine HDW Class NTSP (214TR) *******	TCG Hizirreis	Turkish Navy									2023 ff.
	Submarine HDW Class NTSP (214TR) *******	TCG Muratreis	Turkish Navy									2023 ff.
	Submarine HDW Class NTSP (214TR) *******	TCG Aydinreis	Turkish Navy									2023 ff.
	Submarine HDW Class NTSP (214TR) *******	TCG Seydialreis	Turkish Navy									2023 ff.
	Submarine HDW Class NTSP (214TR) *******	TCG Selmanreis	Turkish Navy									2023 ff.
	5 x Korvette K130***		German Navy	1,840		89.00	13.00	3.40	14.800	2 x Diesel MTU 1163 20V	26.00	2025-tbc
	MEKO A-200 Frigate ********	Al-Jabbar	Egyptian Navy									2025
	MEKO A-100 MB Corvette*****	Tamandaré	Brasilian Navy									2025
	MEKO A-100 MB Corvette*****	Jerônimo de Albuquerque	Brasilian Navy									2026
	MEKO A-100 MB Corvette*****		Brasilian Navy									2027

Deliveries & orders

Yard-No	Type	Name	Owner	dwt / t / Pax	GT	Loa (m)	Beam (m)	Draft (m)	kW / HP	Engine Type	kn	Delivery
	MEKO A-100 MB Corvette*****		Brasilian Navy									2028
	Submarine HDW Class 212A NFS******		Italian Navy									2029
	Submarine HDW Class 212A NFS******		Italian Navy									2030
	Polar Research & Resupply Vessel	Polarstern	Alfred-Wegener-Insitut									2030
	Submarine HDW Class 212CD		German Navy									2032
	Submarine HDW Class 212CD		German Navy									2034
	Submarine HDW Class 212CD		Norwegian Navy									2029
	Submarine HDW Class 212CD		Norwegian Navy									2031
	Submarine HDW Class 212CD		Norwegian Navy									2033
	Submarine HDW Class 212CD		Norwegian Navy									2035
	Submarine HDW Class 212CD		German Navy									2036 ff.
	Submarine HDW Class 212CD		German Navy									2036 ff.
	Submarine HDW Class 212CD		German Navy									2036 ff.
	Submarine HDW Class 212CD		German Navy									2036 ff.

* Subcontract to B + V Shipyards; bow sections to be built by NVL ** subcontract to German Naval Yards *** in cooperation with Lürssen Group and German Naval Yards
**** Steel sections will be built at Bremerhavener Stahlbau Nord. ***** Tamandaré class being built in Itajai, Brazil, in cooperation with Embraer
****** main contract to Fincantieri ******* built by GNSY in Gölcük ******** Material packages, ship to be built at Alexandria Shipyard

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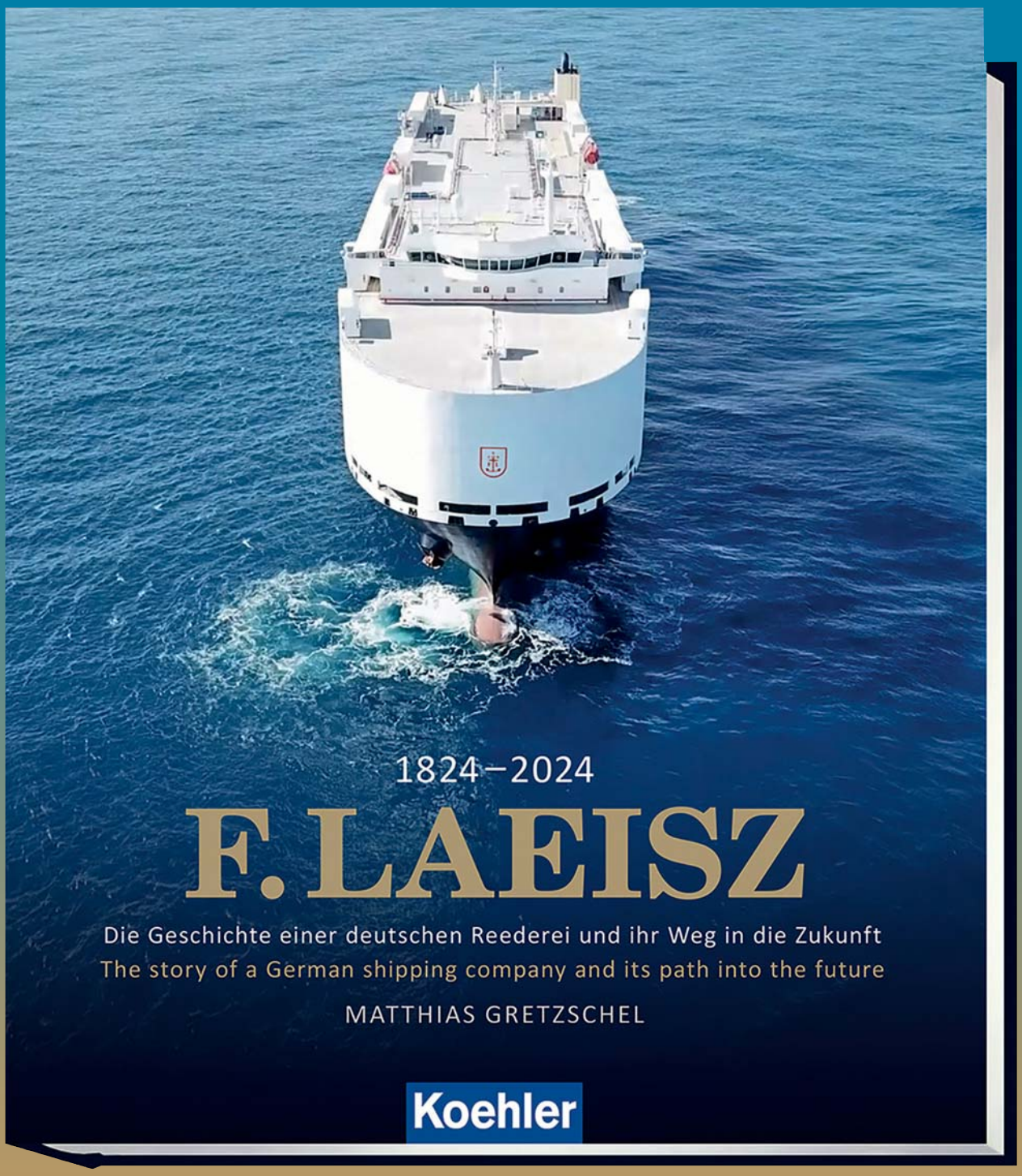

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»SHIP OF THE YEAR« 1982 – 2024

Year	Ship type	Name	Yard
1982	Polar research vessel	»Polarstern«	HDW/ WN
1983	Reefer vessel	»Helene Jacob«	Flender Werft
1984	Train ferry	»Railship I«	SSW
1985	Container vessel	»Norasia Susan«	HDW
1986	Cruise ship	»Homeric«	Meyer Werft
1987	Conversion cruise ship	»Queen Elizabeth II«	Lloyd Werft
1988	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
1993	Baltic Sea ferry	»Silja Europa«	Meyer Werft
1994	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 vessel	»Murman«	Nordic Yards
2016	RoRo vessel	»Searoad Mersey II«	FSG
2017	Mega yacht	»Aviva«	A & R
2018	Cruise ship	»AIDAnova«	Meyer Werft
2019	Research vessel	»Atair«	Fr. Fassmer
2020	SAR vessel	»Hamburg«	Fr. Fassmer
2021	Mega yacht	»Nord«	Lürssen
2022	Research vessel	»Uthörn«	Fr. Fassmer
2023	Cruise ship	»Silver Nova«	Meyer Werft
2024	**Mega yacht**	**»Kismet«**	**Lürssen**

2024 award goes to Lürssen

The group with headquarters in Bremen-Vegesack and various facilities throughout northern Germany wins the 40th edition of HANSA's prestigious »Ship of the Year« award

Meyer Werft is followed by the Lürssen Group: the shipbuilder receives the award for the mega yacht project »Kismet«. Wherever the 122 m-yacht will be seen in the future, the owner knows what he has gotten himself into. This is not the first time he has worked with the Lürssen Group – proof that he is obviously very satisfied with the work of the shipbuilders. Obviously he also clearly felt that Lürssen was ideally suited to the integration of modern components, innovative design and the modern propulsion system of the »Kismet««

The shipyard's expertise is valued worldwide. The jury chose the Lürssen project for this year's »Ship of the Year« award because the »Kismet« is proof of this. The yard's openness to the client's special requirements and the combination of proven technologies with innovative elements did the rest. Elements for electric mode and batteries are also taken into account, as well as PTI and PTO (Power Take-in and -off). Furthermore, the equipment list includes exhaust gas purification, heat recovery and intelligent power management. Last but not least, there is also the integration of various features designed to contribute to the well-being of guests – such as an entertainment package that even extends into the engine room. There is also a »World's first« title in the field of glazing. For more technical details, see the article on the following pages with a comprehensive description of the new yacht.

It is the 40th time that HANSA has awarded this prestigious prize. The Lürssen Group, which in recent years has developed into a company represented throughout northern Germany, has already won it in the past.

On both occasions, its expertise in yacht building was the decisive factor. In 2013 the »Azzam« and most recently in 2021 the »Nord« were our »Ship of the Year«. Now the »Kismet« follows the »Silver Nova« from the Meyer Werft in Papenburg. Congratulations on this success and for this fantastic project! ■

© Lürssen/Blueiprod

Ahead of her time

Lürssen delivered the third yacht to the same owner. The 122 metre »Kismet« is a showcase of design and advanced technology. *By Marcus Krall*

Kismet« was built for an expert customer who had already commissioned several yachts from Lürssen. Designed by Nuvolari-Lenard, »Kismet« boasts harmonious proportions, with her 122-metre length (including the bowsprit) and 17.80-metre beam, showcasing exceptional volume without compromising her sleek and elegant lines. The majestic mast and the bow figure, resembling a leaping jaguar, add a distinctive touch of grandeur to her profile.

For the interior, the owner once again called upon the design studio Reymond Langton Design, which has created another interior of unparalleled beauty and sophistication, tailored to reflect the owner's unique lifestyle. Highlights include a two-level open-plan entrance area adorned with sweeping video walls, a Nemo cinema on the lower deck featuring a 150-inch television and an underwater seating area, and a luxurious 7-star wellness area, among other exquisite features. Peter Lürßen comments: »The owner's brief was challenging. However, we believe that with our technical expertise, we have fulfilled the Owner's wish and vision for a yacht that will still be timeless and ahead of her time for many years to come.«

> »We have fulfilled the owner's wish and vision for a yacht that will still be timeless and ahead of her time for many years to come.«
>
> Peter Lürßen

Even the stern of the 122-metre-long ship reveals one of the many engineering achievements of this project. While ever larger hull windows are the trend, the glazing integrated into the transom remains discreet with its impressive dimensions of 4.90 x 1.30 metres. It is the largest single pane ever installed in this area of a ship. However, the tailgate is a particularly sensitive area, for which the classification regulations previously permitted window sizes of a maximum of 60 x 40 centimetres.

However, the design team set itself the goal of visually opening up the beach club – behind which the owner's yoga room is located. In collaboration with shipyard engineers and specialized suppliers, the classification society was convinced with comprehensive load and pressure tests, which were carried out over a period of

one and a half years. Although the underwater windows built into the side of the hull do not mark a regulatory first for Lürssen, they do illustrate the company's technical expertise. The three panes, each measuring 1.10 x 2.85 metres, protrude halfway below the waterline and are made of 13-centimetre-thick, high-strength glass laminate.

The owner demonstrated a clear intent to advance the boundaries of technical innovation. Initially, the primary objective was to integrate a cutting-edge propulsion system. However, this evolved into a specific requirement for the vessel to operate solely on battery power for certain periods, a feature not outlined in the original specification.

Cutting-edge propulsion system

The engine room of »Kismet« is a testament to engineering excellence, featuring a hybrid propulsion system that incorporates a PTI (Power Take-In electric motor) and a PTO (Power Take-Off generator, also referred to as a shaft generator). This advanced system is showcased through a glass-lined corridor, illuminated with precision to create a visual effect that project stakeholders have aptly named the »TRON experience.« Supporting the vessel's energy production and management are 470 kW Corvus battery banks, housed in a dedicated compartment comparable in volume to a small car. The two shaft lines are capable of generating up to 600 kW each, sufficient to meet the electrical demands of 37 crew members and 12 guests under standard operating conditions. The system also enables the yacht to run on electric propulsion for up to 15 minutes, allowing silent departures from docks or navigation within ecologically sensitive areas. This operational window could be extended in the future as battery technology advances.

The propulsion system represents a collaborative effort involving several industry-leading manufacturers. MTU supplied the main engines, Reintjes provided the gearboxes and PTI/PTO technology, and Danfoss delivered the multidrive system, which functions as an advanced power distribution and control hub. The system is further complemented by an SCR (Selective Catalytic Reduction) unit, ensuring Tier III compliance, and a heat recovery mechanism, continuing Lürssen's tradition of incorporating sustainable engineering solutions.

© Lürssen/Blueiprod

Eclectic design

Talking about the design of »Kismet« the exteriors designers wanted the signature to be recognizable from afar and revived the figurehead. The motif was set: a

© Lürssen/Blueiprod

The engine room on board the »Kismet«, with the MTU engines on both sides of the corridor

Jaguar. Unlike the old »Kismet«, this was not only to be emblazoned on the bowsprit with an outstretched paw during NFL team games – the owner's football team is called the Jacksonville Jaguars – but in the classic way underneath.

Overall, »Kismet« was a complex project for the designers because they weren't starting from a blank slate. There was history and they had to respect a design language that built on that history but also create something new. »This places limits on creativity, but I think we have succeeded perfectly,« says Nuvolari. A strength of »Kismet's« design is that despite the yacht's high volume, it looks elegant and light.

Reymond Langton's interior, on the other hand, can certainly be described as eclectic. The co-founder of the design studio, Pascale Reymond, explains the stylistic range of the British interior: »The owner wanted an extraordinary design that would allow you to travel through time and space. Something completely different, very avant-garde, but still timeless.« The Frenchwoman already supervised the first two Lürssens of the same name in 95 metres (2014, now »Whisper«) and 68 metres (2007, now »Global«) in length. The design phase for »Kismet's« 1,400 square metre guest areas took 18 months.

Some of the highlights on board include an 11-metre mosaic-lined swimming pool. The inside of the pool

The swimming pool area

© Lürssen/Blueiprod

Nemo cinema with a 150-inch television

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The master cabin, located on the deck below

The ceiling features a Renaissance-style

glitters in a kaleidoscope of blues, with miniature tiles surrounding an artistically styled grey 'K'. The exterior of the pool has its own mosaic, this time in cream and greys. A large waterfall feature cascades into the pool from the deck above. At the centre of this deck is one of the yacht's standout features: a large gold and crystal chandelier. Spanning 4.5 metres and suspended through a 3-deck atrium, it ties the guest lobby spaces on each deck together. »This was one of the challenges imposed on us«, explains Pascale Reymond, »how to reproduce the chandeliers from La Galerie des Glaces in Versailles, without having a forest of chandeliers and in a smaller space? The way we executed the main staircase chandelier is the answer: one single, large, elaborate chandelier in a very contemporary space surrounded by mirrors.«

The master cabin, located on the deck below, occupies more than half of the interior guest space on this deck. The cabin is opulent and ornate, featuring cream merino wool carpet, high-gloss walnut marquetry, and multiple embroidered Sabina Fay Braxton feature walls. Gold tones are prevalent, seen in everything from furniture hardware to the ornate gilded television surround.

Red and gold curtains provide a signature pop of colour, while a large gas fireplace beneath the television enhances the ambiance. Above the bed, a large skylight serves as one of the room's focal points. It is framed by gold decorative 3D panels with an Art Deco motif, perfect for both natural light and stargazing at night.

Adjacent to the master cabin is a recessed exterior space featuring a Jacuzzi pool, along with ample private sunbathing and dining areas. A TV that folds out to face the Jacuzzi adds to the luxury.

Helipad converts into basketball court

Forward on the bow is the touch-and-go helipad, certified for a Eurocopter 155. This area can also be converted into an NBA-certified basketball court and a pickleball court, thanks to removable nets and hoops. »Kismet« also features two double-height video walls, made possible by two atriums and glass floors, spanning from this deck to the main deck below. These video walls, positioned at opposite sides of the saloon entrance, can be individually controlled to display television stations or reflect the outside environment. Centre stage in the saloon is a grand piano designed by Boganyi, a futuristic self-playing piece that draws on automotive design cues.

Perhaps two of the most arresting sights on board are the large floor-to-ceiling ethanol-fuelled fireplaces. Also, in polished French limestone with impressively complex

© Lürssen/Blueiprod

The yacht has a beam of 17 metres

sculptural details, they flank the entrance to the saloon, creating distinct areas without the need for closed doors. In contrast to the curves elsewhere on board, this area features comfortable sofas and armchairs arranged in a rectangular formation to maximise conviviality and accommodate many guests at once. Above the seating, the ceiling features a Renaissance-style De Gournay fresco, complete with historical and mythical heroes. The ceiling height is an impressive 2.35 metres and is suspended to dampen noise and vibration.

This yacht impresses on all decks and not just her Owner and his family. »Kismet« was chartered out for several weeks last summer for three million a week. There could hardly be a better appreciation. ■

Technical data:

Shipyard: . . . . . Lürssen, 2024
Overall length: . . . . . 122.00 m
Length waterline: . . . . . 98.89 m
Beam: . . . . . 17.00 m
Draught: . . . . . 4.40 m
Displacement (empty): . . . . . 4.188 t
Gross tonnage: . . . . . 4.918 gross tons
Material: . . . . . steel, aluminum
Engines: . . . . . 2 x MTU 20V 4.000 M73L
Engine power: . . . . . 2 x 3.200 kW
Speed (max.): . . . . . 18 kn
Speed (cruise): . . . . . 12 kn
Range @ 12 knots: . . . . . 6.000 nm
Generators: . . . . . 3 x MTU 16V 2000, 3 x 724 kW
Emergency Genset: 1 x Scania GASI 13–07, 370 kVA / 296kW
Propulsion / Steering: 2 x Reintjes hybrid gear boxes with PTO/PTI function , 2 x Schaffran controllable pitch propellers, 2 x Kongsberg steering gears, 2 x Becker Marine Systems high lift rudders
Electrical propulsion: 2 x Reintjes/Schorch 600 kW nominal
Energy Storage System: 6 x Corvus Orca energy packs, 474 kWh total
Bow thruster: . . . . . 2 x Brunvoll 240 kW
Fuel: . . . . . 360.000 l
Water: . . . . . 75.000 l
Naval architecture: . . . . . Lürssen
Exterior design: . . . . . Nuvolari Lenard
Interior design: . . . . . Reymond Langton Design
Class: . . . . . LR +100A1 SSC yacht
Charter: . . . . . from EUR 3 million / week

Frigate »Hessen« (Class 124) after deployment in the Red Sea

Future strategy for the German Navy

The German Navy is undergoing a comprehensive modernization and expansion process to maximize its operational readiness by 2029 and meet the requirements of national and alliance defense. *By Holger Schlüter*

The German Navy has fewer than 50 units after decades of continuous reductions but has always been a significant naval force on NATO's northern flank. After years of focusing on International Crisis Management (ICM), National and (MNATO-) Alliance Defense (ND/AD) is ranking first again. For the protection of sea lanes of communication (SLOC) and critical infrastructure, alliance partners expect the German Navy to take a leading role in the Baltic Sea region. At the same time, the NATO Force Model (NFM) requires contributions.

This has led to the Navy's Vision 2035+, which defines the future order of battle and numbers of the fleet, its tasks, capabilities, and resources to fulfill both alliance obligations and national responsibilities. The vision includes surface combatants, submarines, airborne systems, and support platforms for mine countermeasures, reconnaissance, and logistics. It also incorporates uncrewed systems across all warfare domains. In January 2025, the Chief of Navy expressed a clear intent to achieve maximum operational readiness by 2029. The focus is on modernizing the Navy, accelerating maintenance, introducing new weapon systems, and leveraging innovative solutions like Operational Experimentation (OPEX).

Modernization and New Constructions

For German naval shipbuilding, it is about more than just calculating the demand for ships and the associated order expectations. A holistic view of the life-cycle—from construction and maintenance to modernization—is essential. Additionally, the interoperability of naval units with unmanned and airborne reconnaissance and effectors, the standardization of operating systems, and logistical factors such as ammunition availability must be considered. Innovation and future viability include integrating artificial intelligence (AI) and uncrewed systems. Future projects will likely require shipyards to collaborate more closely with weapon and systems suppliers. Processes will also need earlier and more intensive dialogue with end users. The

Frigate »Baden-Württemberg« (Class 125) in front of Table Mountain, Cape Town

ability to build not just warships but also holistically develop weapon systems in cooperation with all stakeholders breathes life into the term „key technology“ and positions Germany as a valuable partner in the European context. The Navy is currently undergoing an extensive renewal program. The Brandenburg-class frigates (F123) are being comprehensively modernized. The four anti-submarine warfare units will receive new radars, command systems, and weapon deployment systems, with €1.2 billion allocated for upgrades to communications and sensor systems, anti-submarine capabilities, and new guided missiles. These ships will

© Bundeswehr/Leon Rodewald

remain operational until replaced by six Niedersachsen-class (F126) units, a project costing €8 billion, the largest shipbuilding project in the history of the German Bundeswehr.

The modernization of the Sachsen-class frigates (F124) has been postponed maintaining availability. Although their SMART-L air surveillance radars are due for replacement, the »Hessen« successfully deployed with them in the Red Sea. No modernization is planned before their replacement by the F127 (»Next Generation Frigate – Air Defense«), with six units outlined in Vision 2035+.

»For the protection of sea lanes of communication (SLOC) and critical infrastructure, alliance partners expect the German Navy to take a leading role in the Baltic Sea region«

In 2024, Thyssenkrupp Marine Systems GmbH (TKMS) and NVL B.V. & Co. KG formed a project company, and in December 2024, funding for the F127 project preparation was approved.

The Baden-Württemberg-class frigates (F125) were deployed successfully for the first time in 2024, including a global operation through the Indo-Pacific. This „stabilization frigate“ represents new approaches in

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Corvette »Köln« (K 130 II Batch) at the Pier at NVL in Hamburg

utilization, logistics, and personnel concepts. Initial challenges with the innovative system have informed improvements to its weapon systems, including air defense. Vision 2035+ plans for only three units, down from the initial four.

The Braunschweig-class corvettes (K130) are being expanded with five additional K130 II LOS units under construction at NVL in Hamburg. The Frankenthal-class minehunters (MJ332) are being modernized with new sensors and effectors for mine countermeasures

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The new fleet replenishment tanker »Rhön« after undocking at the Neptun Werft in Rostock

and self-defense, including capabilities to deploy uncrewed systems. New mine countermeasure units are not yet planned but are included in Vision 2035+ with up to 12 units. The aging Rhön-class replenishment tankers are being replaced by MBV 707 double-hulled tankers, built as a joint venture between Meyer-Werft Papenburg and NVL at the Neptun-Werft in Rostock. The 30-year-old Oste-class fleet service boats (class 423) will be replaced by three new class 424 units starting in 2029. Operated by the German Navy, their

missions will be directed by the Bundeswehr's Cyber and Information Space Command (CIR).

The German-Norwegian cooperation on the operation, training, maintenance, and construction of the class 212 CD submarines is a flagship project in Europe. The 2021 agreement with Thyssenkrupp Marine Systems included the delivery of six identical submarines, two for Germany and four for Norway. An additional order for four submarines for Germany and two optional units for Norway will see each partner operate six submarines. This is one of the largest contracts in tkMS's recent history.

New units have also been added to the »armament and procurement fleet,« including test boats for the Bundeswehr's Technical Center (WTD) 71, built by Fassmer and Tamsen Maritim.

Outlook in Light of Vision 2035+

With 15 frigates planned, the Navy's future in surface warfare appears secure. Submarine procurements also align with Vision 2035+. Corvettes, submarines, tankers, and fleet service boats are either under construction or nearing completion. Decisions remain pending for the successors to the Elbe-class tenders (class 404), now referred to as »Medium Support Units (MUsE).«

NVL has proposed the NTV 130 concept, while Fassmer and Abeking & Rasmussen unveiled their MPV 130 design at Euronaval 2024. Plans for new mine countermeasure platforms and replacements for harbor tugs and multipurpose boats are also open issues. Housing ships to support docked vessels could provide value for the industry and crews alike.

Exports

German shipyards remain a vital backbone of the maritime industry for national naval shipbuilding and can sustain operations as repair facilities due to long service lifespans.

However, to maintain their value as »key technologies,« they also rely on exporting high-quality, innovative prod-

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Corvette »Emden« (K 130 II Batch) at the Pier at NVL in Hamburg

ucts. For instance, Abeking & Rasmussen, a specialist in mine countermeasures, has exported units to Indonesia despite the German Navy's lack of recent orders for mine countermeasure vessels. Fassmer and NVL successfully offer patrol ships and corvettes through international cooperation. The quality of systems operated by the German Navy serves as an excellent marketing for national naval shipbuilding. This is particularly evident with TKMS, which has exported submarines to Norway, Israel, and Singapore. ■

The »Coriolis« during technical trials on the River Elbe

A special ship among special ships

Throughout its 140-year history, Hitzler Werft has built numerous specialized vessels, including the »Coriolis« – a research vessel capable of operating along the German coastline as well as on rivers. *By Anna Wroblewski*

It is a special ship among special ships,« said shipyard manager Marek Klimenko, describing the »Coriolis« at its christening on November 18, 2024. He thanked the client Hereon for the opportunity »to build this beautiful ship.« At the Hitzler shipyard, a wide variety of ships have already been constructed – from supply vessels to icebreakers and tugboats. »The range of our capabilities is virtually unlimited. Nevertheless, this ship is a special case,« explained Marek Klimenko, before listing the technological innovations of the research vessel. »Technically and integratively, this ship is a heavyweight,« emphasized the managing director and owner of the Hitzler Shipyard in his speech.

For such an innovative heavyweight, construction progressed remarkably quickly. Including the project phase, the build took just under three years. Around 500 people were directly involved in constructing the ship.

Three labs for Hereon researchers

Many factors contribute to the classification of the »Coriolis« as a special vessel. For example, the new research ship was tailored to meet the specific needs of Hereon scientists, who were involved in the planning process from the very beginning. The result is a ship with three laboratories on board: a wet lab, an electrical lab,

and a laboratory for hydrogen research, all located within a space of approximately 47 m².

The »Coriolis« is also unique because the technologies being researched on board are also actively used there. For example, the hydrogen-based fuel cells are not only studied but also put into operation. These will enable the »Coriolis« to operate emission-free for up to five hours. However, the hydrogen will not be stored conventionally in pressurised tanks or in liquid form, but in a special metal hydride tank that binds the hydrogen to metal-containing powders of various compositions.

The ship's regular propulsion system is hybrid, consisting of batteries and diesel engines. Here, too, research meets practice: a special membrane filter developed by Hereon researchers is used to minimize NOx significantly reduces environmental impact.

© Dirk Eisermann

The managing directors of Hitzler Werft: Marek (left) and Kai Klimenko

For coastal and river deployment

After its handover in spring 2025, the »Coriolis« will be deployed in the North and Baltic Seas as well as on the rivers Ems, Weser, and Elbe. According to Hereon, the ship will offer a globally unique interdisciplinary range of coastal, materials, hydrogen, and membrane research, while also setting new standards in digitalization. The scientists on board the »Coriolis« will, for instance, analyze which nutrients and pollutants are carried from rivers into the sea and investigate the environmental impacts of offshore wind power expansion. Climate change will serve as a central theme, researched through interdisciplinary approaches. At the same time, the innovative propulsion system will advance the testing and adoption of hydrogen technologies, contributing to more environmentally friendly shipping. ■

Technical Details »Coriolis«

Shipyard	Hitzler Werft, 2024
Length/Width/Draft	29.90 m/8.00 m/1.6 m
Crew/Scientists	2 (+1)/12
Laboratory Area/Working Deck Area	47 m²/70 m²
Operating Range	Coastal Operations, International, up to 100 nautical miles
Speed	max. 12 knots
Engine Power	750 kW
Fuel Cell Capacity	100 kW
Operational Days per Year	approx. 225
Cost	approx. € 18 million
Contracting Authority	Helmholtz-Zentrum Hereon, Geesthacht
Classification	Bureau Veritas

»We fit 40 m vessel components into a 30 m ship«

The Hitzler Werft shipyard delivered the »Coriolis«, the Inland Vessel of the Year 2024. The shipyard's owner, Marek and Kai Klimenko, share insights about building this specialized ship, commissioned by the Helmholtz-Zentrum Hereon

Marek Klimenko

Kai Klimenko

The »Coriolis« is a floating research platform equipped with innovative technology. How did the construction of this specialized ship differ from others you have built in the past?

Kai Klimenko: Listing all the unique features of the »Coriolis« would exceed the scope of this interview (laughs). However, it's worth mentioning the various laboratories that had to be integrated on board. For instance, there's a wet lab equipped with numerous measuring devices. This lab includes a so-called FerryBox – a measurement system that operates 24/7, taking water samples and analyzing them for temperature, suspended solids, heavy metals, contaminants, and more.

Another unique feature of the wet lab is the hydrographic moonpool, through which research equipment can be deployed directly into the water using an overhead crane for sample collection.

Researchers can access the work deck from the wet lab via an aft exit, where additional equipment can be deployed. The work deck is fitted with an A-frame that can deploy equipment aft. It's equipped with two winches, each with a lifting capacity of 1.5 tons. Additionally, a J-frame is installed on the work deck to deploy equipment starboard.

Marek Klimenko: Should there ever be larger research groups on board, a 10-foot container can also be set up on the work deck to house additional research equipment.

What other laboratories are available to the Hereon researchers?

Kai Klimenko: There is also an E-lab equipped with devices such as sonars. These can be used to measure water depths or flow velocities. The sonars are also used to observe fish schools or map the seabed.

Marek Klimenko: And then there's the hydrogen lab. The hydrogen system required dedicated cooling circuits due to the different regulations that apply compared to

conventional systems. The placement of the hydrogen system on board and the associated hazard zones were also unique challenges. Lastly, the propulsion system is extraordinary, consisting of four thrusters and six different power sources. These are interconnected via a DC link and can communicate with each other.

Even though specialized shipbuilding is part of Hitzler Werft's DNA, you describe the »Coriolis« as a »special ship among the special ones.« Did you have all the necessary expertise in-house, or did you collaborate with external partners?
Marek Klimenko: Of course, we work with external companies, such as for the onboard electrical systems, which require specific skills. However, the core competency – the design – lies entirely with us. We are proud to be a medium-sized newbuild shipyard that designs in 3D and fully leverages the advantages of 3D construction.

What was the biggest challenge for this project?
Kai Klimenko: A major challenge was coordinating the various trades. Around 30 of our 60 employees were permanently involved in the construction of the »Coriolis,« both in the office and in production. Together with external staff, approximately 100 people were on-site, and another 200 to 300 worked on the project at supplier facilities.

It was crucial to coordinate all the information in a timely manner and ensure the correct construction sequence. Especially for a compact ship like the »Coriolis,« precise planning is essential.
Marek Klimenko: We managed to fit components into this 30-meter-long ship that are typically found on a 40-meter vessel. A total of 35 kilometers of cables were installed, about a third of which are data cables. These had to be strictly separated from power cables on different cable trays, which was a significant effort.

The length of the cables is quite unusual, isn't it?
Marek Klimenko: Absolutely! For comparison, the tugboat »Bugsier 21«, which we built in 2000, had about 600 alarm points on board. The »Coriolis« has around 3,000. Each alarm requires its own cable, which must be connected and tested. We therefore allocated significantly more time for commissioning.

How was the collaboration with the client, Hereon?
Kai Klimenko: Consistently positive, but also complex. We had a project team and a main point of contact but had to coordinate many different interests simultaneously.


© Wroblewski

One of the first project meetings with the client at the end of 2022

J-frame is installed on the work deck to deploy equipment starboard

Wet lab equipped with numerous measuring devices

Especially with the laboratories, there were several research groups and the crew who all contributed their requirements. The project management team did an excellent job mediating and setting the direction.

Moving away from the »Coriolis,« Hitzler Werft is celebrating its 140th anniversary this year. You, as a father-and-son team, took over the traditional company in March 2021. How would you summarize the past four years?

Marek Klimenko: The summary is positive. We have increased the workforce from 43 to 61 employees and lowered the average age from 48 to 35 years. Additionally, we have multiplied our turnover and refurbished many facilities.

Kai Klimenko: We have also acquired and delivered five newbuilds: the leveling vessel »Chicago«, a CTV, the bunker station »Johannisbollwerk«, the research vessel »Coriolis«, and a methane-powered ferry. Furthermore, we have repaired hundreds of ships.

Marek Klimenko: I am particularly pleased that we increased the number of trainees from zero to five. We are currently training industrial mechanics and metal-working specialists, all of whom we plan to retain.

You've achieved a lot. Are there areas where you would have liked more support or different conditions?

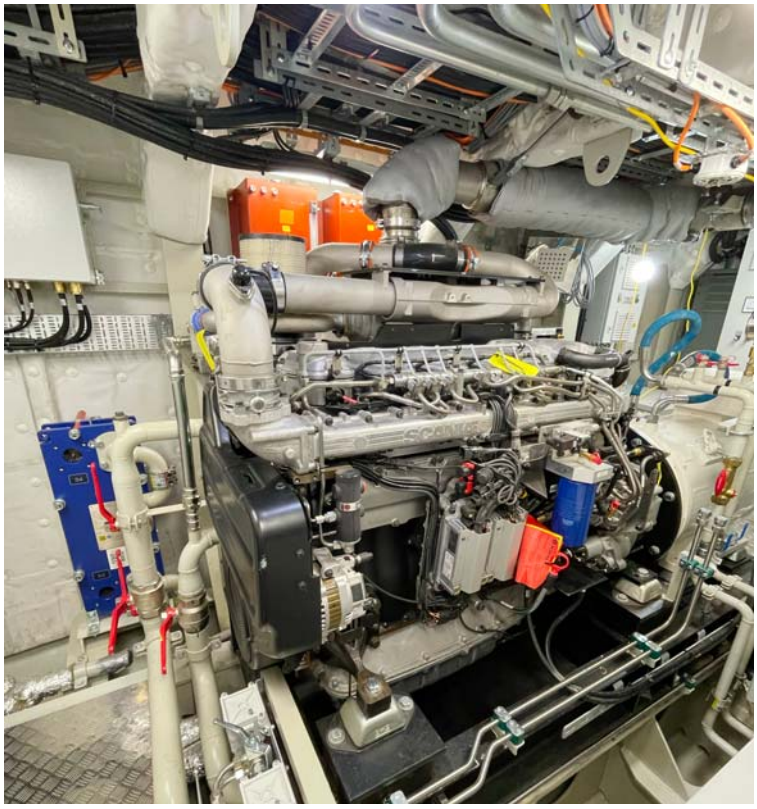
Kai Klimenko: What we primarily wish for is a reduction in bureaucracy, especially regarding the statistics that must be collected regularly. These include data on employee numbers, revenue, absenteeism, and operational materials. It's very time-consuming, and it's particularly frustrating that authorities don't communicate with each other, so we have to submit the same statistics to multiple offices.

Another issue concerns permits and regulations. For example, ship scrapping is not currently feasible in Germany because our site is restricted to shipbuilding activities. Even though we currently focus on repairs and newbuilds, there could be times in the future when we would gladly take on such projects. However, there are no approved shipbreaking facilities in Germany. To recycle ships, a company would need official certification as a waste disposal facility.

A further problem is the awarding of contracts. It's difficult to understand why shipbuilding contracts funded by German taxpayers are sometimes awarded to foreign companies – especially when German shipyards are fully capable of building those types of vessels. At the same time, foreign countries often ensure that their own shipyards receive such orders.

Marek Klimenko: Another point is political consistency. The energy transition requires clear and reliable signals. The shipbuilding industry has already invested in wind

A research vessel needs innovative navigation equipment



The propulsion system consists of six different power sources

energy twice, and both times it paid a heavy price for doing so.

Lastly, there's the issue of inland waterways. Germany has an extensive but deteriorating network of inland waterways and related infrastructure. Accidents, such as the one at the Müden lock on the Moselle or the Donnerschleuse on the Elbe-Lübeck Canal, repeatedly show how quickly entire logistics chains can be paralyzed. With the energy transition and the shift to alternative transport routes in mind, it is essential to invest in inland waterways and promote this mode of transport.

If you could, is there a specific type of ship you would like to build?

Marek Klimenko: Over the past four years, we've built many different types of ships. If I had one wish, it would be to build a tugboat again – that's my great passion. There are many possibilities, from electric tugs to hybrid models.

Another wish would be to build an icebreaker. It used to be one of our specialties, but demand has significantly declined due to climate change.

In general, however, we are enthusiastic about any project related to the energy transition, such as vessels for transporting wind turbines, hydrogen or ammonia tankers, and climate-neutral cargo ships. These align perfectly with our direction.

Interview: Anna Wroblewski

Innovation it is!

German inland shipyards continue to carve out niches with new designs and projects. The previous year has seen the orderbook being refilled with not less than € 452 million due to a few high-value assignments

German shipbuilders continue to offer high quality, flexibility, broad experience, and technological competence. The 50 or so inland waterway shipyards, employing some 2,000 people directly, are mostly family-run businesses with a long tradition, and are committed to maintaining their position in a demanding and competitive market. Despite the fact that the majority of cargo barges are no longer being built in Germany, the shipyards continue to be indispensable service partners for the environmentally friendly transport mode of inland navigation, for the waterways and shipping authorities and all other activities on the waterways and in the ports, contributing to the smooth operation of ships with their maintenance and repair services.

However, the geopolitical and global economic turmoil continues to have an impact. Several companies have experienced significant delays in the receipt of key components and thus have seen some newbuildings been delivered with delays. Nevertheless, we have seen quite impressive and innovative newbuildings in the year 2024. Three new ferries for Hamburg's public transport company Hadag need to be mentioned in the first place. Built at the SET shipyard in Tangermünde these commuter ferries feature, classified as Hadag type 2030, feature a plug-in hybrid drive that allows for both electric and traditional propulsion, thus greatly reducing operating emissions. There have been more high-profile deliveries.

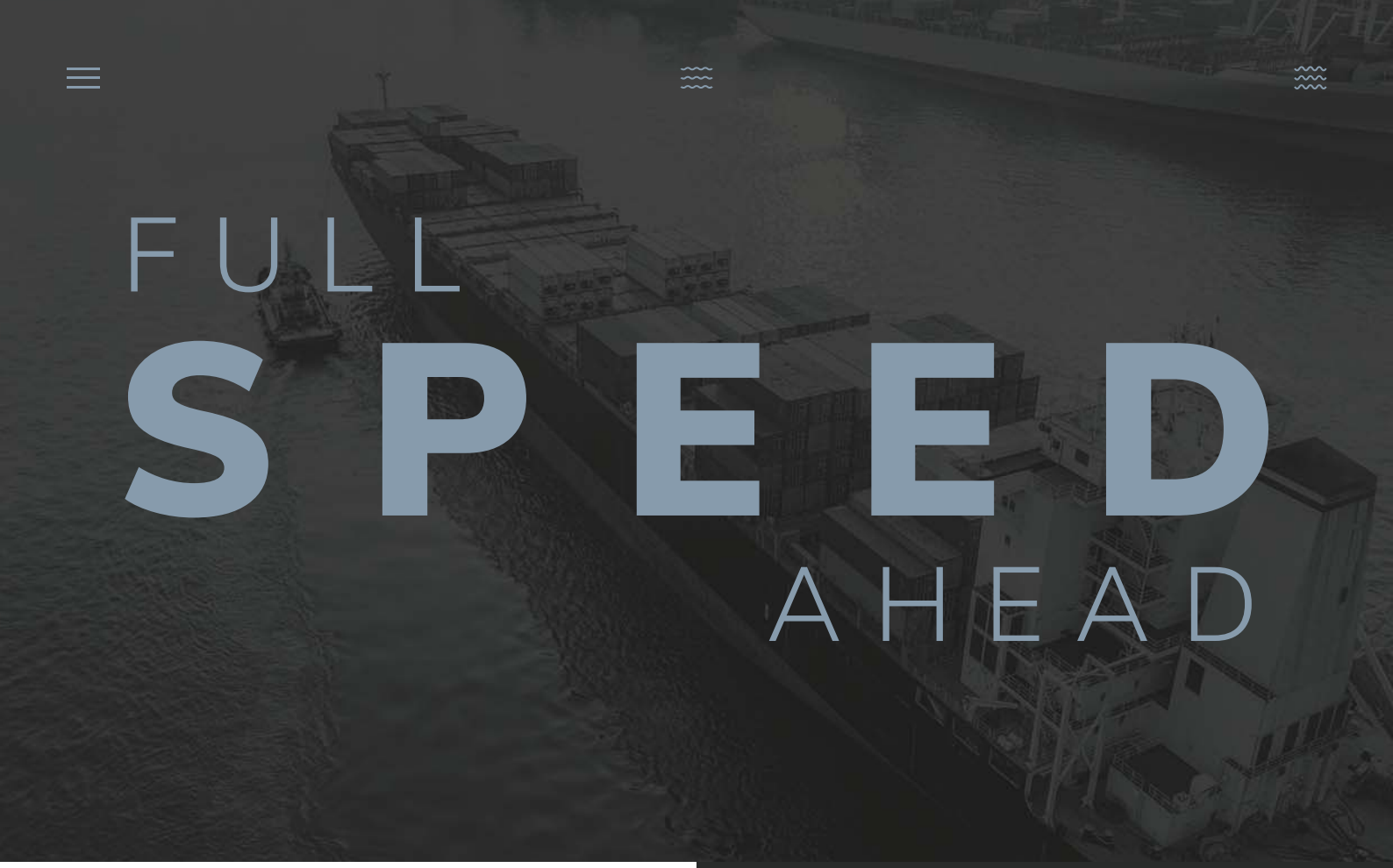
Schiffswerft Bolle completed the work boat »Mülheim«. It's one of a kind, although based on the »Spatz« design known for many years. But the electric propulsion system and all technical equipment are all modern and state of the art. The »Mülheim« is equipped with a total of 14 racks, each containing seven battery modules. These are stored in water-cooled storage. The modules have a capacity of 980 kWh, making them suitable for use in a variety of scenarios. Depending on the specific requirements of the project, the E-Spatz can operate on this energy for up to three working days. The batteries can be charged overnight at a shore connection. According to the German Waterways administration (WSV), this E-Spatz is a »pioneer of a new generation of environmentally friendly workboats.

However, the most spectacular new building of the past year is the »Coriolis«. This ship, built by Hitzler for the Hereon Research Institute, is tailored to the specific needs of marine scientists and has no less than three laboratories on board: a wet lab, an electrical lab and a hydrogen research lab. What makes the Coriolis unique is that the technologies installed for research purposes will also be actively used, such as hydrogen-based fuel cells using a pulverized hydrogen known as metal hydride. The ship's hybrid propulsion system consists of batteries and diesel engines. Once delivered, the »Coriolis« will be used in the North Sea, the Baltic Sea and on the rivers Ems, Weser and Elbe.

GERMAN INLAND YARDS

In € mill.	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Deliveries	134	224	311	489	330	193	202	126	219	222	122	48	75
Order Intake	322	245	695	245	102	192	223	240	100	39	46	72	452
Order Backlog	319	334	732	487	257	263	331	439	322	145	78	112	498

Source: VSM



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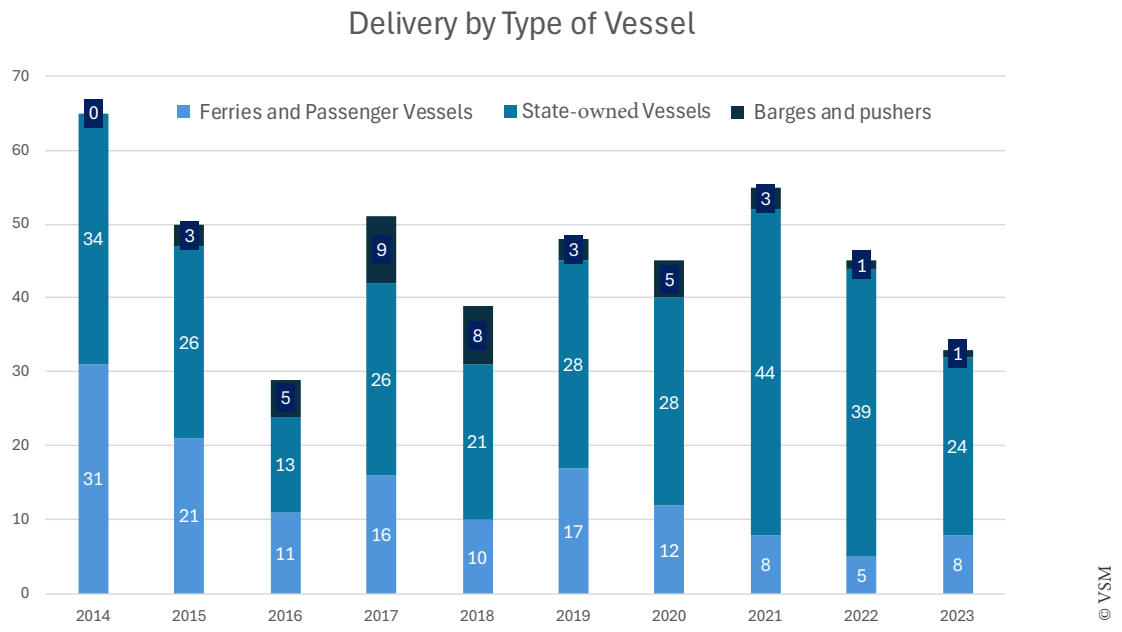
All in all, the German inland navigation industry can still be described as »small but sophisticated«. It continues to specialise in naval vessels, workboats, passenger ferries and again, thanks to two major contracts awarded to the Neptun shipyard in Rostock-Warnemünde by the US based company Viking River Cruises, river cruise ships.

For more than a decade now, cargo barges have no longer been built in Germany. Even large domestic companies such as HGK Shipping and Rhenus, Europe's market leaders in inland navigation, rather place their orders in the Netherlands, as do – but only rare occasions – smaller shipowners.

Although the industry association VSM still counts around 50 shipyards in Germany, most of them are mainly or exclusively specialised in repair work. In spite of this, the order book has increased from € 46 million in 2022 to surprising € 498 million (54 units), with new orders of around € 452 million (37 units) added in 2023. Deliveries have fallen to a total of 33 vessels (-12 compared to 2022) for a total value of € 75 million (+27 million). Repair yards added some € 105 million (+5 million) to the balance sheet. But, comparing the situation of the inland shipyards, we still see great differences when it comes to capacity utilisation, recruitment efforts, order intake, order backlog and market prospects. In addition, in some locations there is increasing demand for industrial waterfront sites due for residential development.

As a result, government support programmes have become increasingly important in strengthening the domestic maritime industry and the successful development of shipbuilding activities.

Since 2020, the »Programme for the Sustainable Modernisation of Inland Navigation« grants state aid to shipowners who order new vessels that promise to significantly reduce bunker consumption or contribute to more efficient vessel operation. In addition, digital and navigational systems such as collision warning systems can be subsidised, too. ■



SCHIFFSWERFT BOLLE

E-Spatz »Mülheim« awarded with Rhine license

© WSA

The »Mülheim« runs completely on battery power

The E-Spatz »Mülheim« is a pilot project for fully battery-powered workboats. This will allow it to collect more data. The Spatz is also now authorised to operate on the Rhine, having been equipped with a new, larger anchor. Previously, the Waterways and Shipping Authority (WSA) West German Canals had only used it on the domestic canal network. The new authorisation will allow the fully battery-powered workboat to demonstrate its suitability for use in free-flowing rivers.

The 'Mülheim', built by the Bolle shipyard in Derben and delivered in early 2024, is equipped with a total of 14 racks, each containing seven battery modules. These are stored in water-cooled storage. The modules have a capacity of 980 kWh, making them suitable for use in a variety of scenarios. Depending on the specific requirements of the project, the E-Spatz can operate on this energy for up to three working days. The batteries can be charged overnight at a shore connection with 32, 63 or a maximum of 125 A.

According to the WSA, the E-Spatz is a »pioneer of a new generation of environmentally friendly workboats and therefore an important building block for climate-friendly shipping«. On the rivers and canals of the West German canal network, the new workboat will be used for traffic safety and monitoring, among other things. The »Mülheim« will also be used for sounding work. ■

HITZLER WERFT

Building the world's first biogas ferry

The small town of Bleckede on the River Elbe in Lower Saxony is to receive a new ferry, which will be fuelled by biogas in a move to reduce emissions. Hitzler Werft in Lauenburg has been awarded the contract to build the ship, which will replace the current ferry »Amt Neuhaus«, which has been in service for over 80 years.

The new ferry will feature 18 berths, compared to the previous nine. It will have a carrying capacity of 40 tonnes instead of the previous 16 tonnes and a draught of 60 cm. The new ferry will be powered by a 300 kW electric motor, with electricity generated using biomethane from regional agricultural waste. According to Hitzler Werft, the biogas ferry will be the first of its kind.

In total, the vessel is said to cost around €6.8 million. The Federal Ministry for Digital and Transport Affairs is providing funding to the tune of €669,000 for the innovative propulsion system.

»We are delighted that with the construction of the new ferry ›Amt Neuhaus‹, we will once again be realising a very innovative new ship in Lauenburg,« commented Kai Klimenko, Managing Director of Hitzler Werft. »The new type of propulsion with a biogas generator is also an exciting task for us.« He also emphasized the importance of regional contracts: »Around a third of our employees come from the district of Lüneburg. They are very proud to be involved in this innovative and climate-friendly project.«

Hitzler Werft won the Europe-wide tender process at the beginning of 2024. »We have gained a strong and highly qualified partner,« Lüneburg's District Administrator Jens Böther and Moin (Mobility and Infrastructure) Managing Director Nikolas Wenzel said.

The ferry is set to be delivered in late 2025. Hitzler Werft not only has experience with innovative drives, but has also inspected the »Amt Neuhaus« several times and is therefore very familiar with the challenges on the section of the river between Bleckede and Neu Bleckede. The Elbe at Bleckede is challenging for ferry traffic with its currents, sandbanks and strong winds. ■

NEPTUN WERFT

Viking orders next set of eight

The Neptun Werft shipyard in Rostock-Warnemünde is building a further eight river cruise ships for the Swiss shipping company Viking River Cruises. The newbuilds are part of the so-called »Longship« series. Neptun is currently building ten newbuilds for Viking. These include eight longship units and two river cruisers for the Seine, all of which were ordered in 2023.

Neptun Werft has already built a total of 65 units for the shipping company Viking River Cruises, which was founded in 1997 and delivered between 2012 and 2021. The company will be working on the repeat order until 2028.

The 135 metre-long ships are scheduled for delivery in 2027 and 2028. The ten river cruise ships already under construction, which began at the end of 2023, will be completed in 2025 and 2026.

The newbuilds will be equipped with a hybrid system consisting of a diesel-electric drive and a battery system. According to the shipbuilders, this is intended to absorb peak loads and save a considerable amount of fuel. The river cruisers will also receive a number of technical innovations, such as a compact system for waste water treatment. ■

© Viking Cruises

Neptun is building eight more 135-metre cruise ships

SET TANGERMÜNDE

Three hybrid ferries for Hamburg's Hadag

© SET / Hadag

»Neuland«, easily recognizable by its pink ONE sponsorship, was the first of the three ferries to be delivered

With »Neuland«, »Finkenwerder« and »Grasbrook«, the port of Hamburg is home to a set of three newbuildings that have been delivered over the course of the last months, with the final one to join the fleet in spring. All three ships, classified as Hadag type 2030, feature a plug-in hybrid drive that allows for both electric and traditional propulsion, thus greatly reducing operating emissions. The ships have been built since 2023 by SET Schiffbau u. Entwicklungsgesellschaft Tangermünde, owned by Bremerhaven based Rönner Group.

Katharina Fegebank, Second Mayor of Hamburg, christened the »Neuland« and called the ferry a »milestone« for both Hadag and urban climate protection. »With the ›Neuland‹, we are not only reducing CO_2 and pollutant emissions, but also increasing passenger comfort at the same time,« she said, being particularly fond of the ship being barrier-free and therefore available to everyone in the city. Anjes Tjarks, Senator for Transport and Mobility Transition, remarked that the ferry was »symbol of innovative technology and of our commitment to making the port and the entire city more sustainable.«

The new ferries have been equipped with two batteries that can be fully charged overnight. They have a capacity of 856.5 kWh, meaning that a large part of the operations during the day can already be carried out electrically. A diesel generator from Scania with 478 kW is used as a so-called »range extender«. The propellers (2 x 200 kW) are by Voith, while the bow thrusters (2 x 110 kW) have been provided by Jastram. The drive concept was developed together with the ship designers from naValue in Flensburg. At a later stage, hydrogen engines are meant to replace the current diesel technology.

At 33.40 metres, slightly longer than the traditional »flatiron« design the Hamburg ferries are known for, the newbuids have a lower energy requirement, at the same time leaving more space for multifunctional areas. The boarding of the new ship type has also been optimised for increasing passenger numbers. Passengers do not board directly in the inner area or on the outside stairs, but first on a large outside deck, from where the flow can spread out more quickly and without congestion. The ships can accommodate up to 250 passengers each.

In the years to come, Hadag plans to renew the entire fleet – consisting of 27 ferries – with more sustainable ships, leaving traditional diesel engines behind and embracing hybrid and electric technology. ■

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SCHIFFSWERFT DIEDRICH

New methanol-powered ferry in Emden

© AG Ems

Christening ceremony of the »Engelke« in Emden

The Emden based AG Ems has received a new electric harbour boat, built by Schiffswerft Diedrich in Oldersum (Lower Saxony). The ship, christened »Engelke«, is meant to eventually replace the 1975-built »Ratsdelft«.

It measures 22.5 metres in length and is 5.10 metres wide, accomodating up to 75 people. The project was supported by Mariko (Maritime Competence Centre) from Leer, including the application for funding. The project is being supported with funds from the European Regional Development Fund (ERDF) – More Developed Regions (SER) programme area.

Despite the intended regionality, some special modules were sourced from European neighbours. For example, the working components have been constructed at Electric Ship Facilities in Heeg (Netherlands), while the fuel cells were manufactured in Denmark.

As the new electric boat had to be very shallow due to the very low bridges in Emden, the ballast chambers in the hull can be lowered from 1.25 metres to 1.45 metres within three to four minutes to change the draught. This was designed by the engineering firm Sternkopf from Leer. The hull was also optimised in order to consume less energy in future. This is particularly relevant as the all-electric harbour boat is equipped with methanol fuel cell technology as a »generator cube« with an output of 10 kW. In addition, a solar system on the roof with a 4 kWp provides the ship with energy. ■

LUX-WERFT

»Adler Nature« soars in Wismar

Shipping company Adler-Schiffe, based on the island of Sylt, is sending out a strong signal for sustainability and environmentally friendly transport with the acquisition of the new 32-metre-long electric passenger ship »Adler Nature« from the Lux shipyard in Mondorf on the Rhine. Its transfer voyage already spanned 1,000 kilometres, demonstrating the ship's performance and reliability.

Since April 2024, the »Adler Nature« has been operating three times a day on the 14-kilometre-route between Wismar and Kirchdorf on the island of Poel, with occasional city tours within Wismar in between. Its cruise speed is 16 knots. The ship has capacity of 250 passengers and 50 bicycle parking spaces. Six batteries provide 1,440 kWh of power, assisted by solar cells installed on the open deck. With an investment volume of around five million euros, the »Adler Nature« exemplifies the commitment of the Adler-Schiffe shipping company to environmental protection and sustainability. Founded in 1950, the shipping company manages a fleet of more than 30 passenger ships and also operates on the Baltic coast from Wismar, from the seaside resorts on Rügen and Usedom as well as Swinemünde and Misdroy in Poland. In addition, event and charter ships based in Hamburg are operated on the Elbe, Weser and Kiel Canal as well as along the entire coasts of the North and Baltic Seas. ■

© Adler-Schiffe

The »Adler Nature« operates between Wismar and Kirchdorf

SIEMER JACHTSERVICE

Cologne welcomes new patrol boat

© Polizei

»WPS 9« is the seventh newbuilding for Cologne's waterway police force

The renewal of Cologne's waterway police fleet is well underway, with another patrol boat joining the force in May 2024. The new »WSP 9« was built over the course of one year at the Siemer Jachtservice shipyard in Barßel-Reekenfeld (Lower Saxony) and went into service immediately after its christening by Cologne's mayor Henriette Reker. This seventh newbuilding replaces a 30-year-old patrol boat. Its crew is responsible for 40 Rhine kilometres around Colonge, from the Zündorf marina to Düsseldorf-Benrath. »WSP 9« weighs around 16 tonnes and is equipped with 900-hp-engines. With a length of 17 metres, the new vessel can reach a top speed of 45 km/h and has all kinds of modern technology on board. This includes an LED searchlight and an infrared camera for recognising objects in the dark and a sidescan sonar for locating objects. ■

OSTSEESTAAL / AMPERESHIP

Solar-powered ferries cruising on Lago d'Iseo

© Ampereship

The ferries can accomodate up to 140 passengers

Sister companies Ostseestaal and Ampereship delivered two electric solar ferries to Lago d'Iseo near Bergamo in northern Italy. The client was a local authority responsible for the operator Navigazione Lago d'Iseo. The two newbuilds are the first fully electric ferries in Italy.

Both ships are 26 metres long and 6.60 metres wide, with an output of 100 kW each. Electricity is supplied by two battery banks with a total capacity of around 750 kWh. These are charged by shore power and by solar modules while travelling, as 75 % of the roof surface are covered with PV modules.

The lightweight catamarans, designed to accommodate 140 passengers, have been optimised for a speed of 17 km/h, with a maximum speed of 19 km/h.The vessels were delivered to the site in sections and assembled on location. On the shores of Lago d'Iseo, the assembly of each ferry took approximately four weeks, after which they commenced test runs. Both passenger ships are now in full operation. ■

HITZLER WERFT

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