



Analyst firm Douglas-Westwood expects more than 150 new orders for LNG carriers between now and 2022 in addition to the 265 already scheduled for delivery as record numbers of carriers will be required to meet the increased LNG output expected by

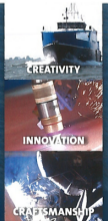
then, Korean shipbuilders will continue to dominate the market, says Westwood, with Daewoo Shipbuilding and Marine Engineering, Samsung Heavy Industries and Hyundai Heavy Industries accounting for 60 percent of the current orderbook.

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CRUISING INTO THE FUTURE

Shipyard De Hoop concentrates on designing, engineering and building custom vessels, for both the inland and seagoing markets. The yard has all the core disciplines in house to provide clients with creative and innovative solutions, both in design and production. De Hoop is committed to a customer-oriented, goal-based approach in which quality and flexibility are paramount.



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NICHE MARKETS

Traditionally, the market for cargo vessels such as bulk carriers, container vessels and tankers is the largest and most important driver for shipbuilding internationally. However, Patrick Janssens, CEO of De Hoop Shipyard, sees the market today as a collection of many different markets, each with its own distinctive drivers and trends.

"Many shipyards changed focus and started to target the offshore oil and gas and also the renewables market," he explains, "but this market suddenly collapsed two years ago with some devastating effects in various places. The outlook in this market is that it will recover in 2019/2020, but the many laid-up vessels will delay newbuild demand. When the larger markets are weak, then the yards that usually build standard designs are forced to enter into niche markets. Our yard has always been a niche market player, designing and building specialized one-offs in many different markets."

The comparatively small and highly specialized market for cruise vessels, for example, has remained very strong. "We have been building quite a few river cruise vessels and have just contracted a seagoing expedition cruise vessel, the *Celebrity Flora*. We see many attempts from other shipyards to change and also enter such markets."

Celebrity Flora is designed to reduce hull resistance by 25 percent and fuel consumption by 15 percent. The bow features a straight, wave-piercing stern with an integrated bulb at the waterline. This reduces wave resistance when in transit and saves energy when staying in position due to the highly efficient short bow thruster tunnel.

To further reduce her environmental footprint, the vessel will have an enhanced sewage plant to improve the quality and reduce the amount of wastewater, an improved HVAC system leading to 50 percent less energy consumption, and improved thermal insulation as a result of energy-efficient glazing. The vessel will also feature LED lighting and solar panels.

"NO" TO LNG

Celebrity Flora will not run on LNG. For Lisa Lutloff-Perlo, President and CEO of *Celebrity Cruises*, LNG is not the answer to the eco argument, and she should know because she also runs the Global Marine Organization for parent company Royal Caribbean Cruises. GMO oversees fuel efficiency, technology and compliance for the group's entire fleet including *Celebrity*, Royal Caribbean and Azamara vessels – about \$30 billion in assets.

"We looked at it. We talked about it a lot. Right now we don't see any reasonable way to put LNG on our ships," she says. "The availability of that fuel is quite scarce, so it doesn't make sense for us. The advanced emissions purification systems we are putting on board the ships are all about reducing our sulfur emissions."

Marex

WENDY LAURSEN is the magazine's Asia/Pacific Editor.

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