



ARES 35 FAST PATROL BOAT

THE MARITIME ECONOMY

8

SHIPBUILDING

THE COMMERCIAL VESSEL MARKET has been hit hard with new orders for ocean-going vessels down by some 70 percent in the first quarter. In particular, orders for LNG vessels – typically a high-value proposition for South Korean and Japanese shipyards – are stagnating as energy markets face unpredictability in the face of low oil prices.

The offshore wind sector, on the other hand, is seeing a diversity of new vessel types emerging. Ventus Marine, a joint venture between PSA Marine of Singapore and Taiwanese partner Ta Tong Marine Group, has taken delivery of the world’s first service accommodation transfer vessel capable of staying offshore for at least seven days.

In addition, Taiwan’s first offshore wind EPCI (engineering, procurement, construction & installation) contractor, CDWE, has ordered the nation’s first heavylift offshore wind installation vessel. The DP 3, dual-fuel *Green Jade* will be capable of handling the heaviest monopiles, jackets and turbines.

Although green shipping is a key driver for shipbuilding, Ozgun Utku Alanc, CEO of ARES Shipyard in Turkey, notes that commercial and pleasure shipbuilding is largely driven by economic stability and wealth. Therefore, given current market uncertainties, he envisages that demand for yachts, which provide more privacy and social space than cruise ships, may increase.

LONG GRAY LINE

In contrast to the commercial market, Alanc does not expect the military and paramilitary markets to suffer unduly from the pandemic: “Although the healthcare budgets will most probably be increased and all other budget items are being cut worldwide, it’s well known that homeland security, especially during times of crisis, has

immediate and almost equal priority with health-care.” Political and economic instability, piracy, illegal immigration and international tensions are primary drivers for the military market, he says, and they certainly describe today’s world.

The yard’s newly initiated 122-vessel contract for the Turkish Coast Guard represents the largest-volume serial production order in Turkey’s shipbuilding history. The project has a five-year timeline and involves construction and delivery of ARES 35 FPB fast patrol boats to the Turkish Coast Guard to help deal with illegal immigration, search-and-rescue, and anti-human-trafficking missions.

Although Alanc predicts a move to small, versatile military platforms as a result of enormous personnel costs and pandemic-related risks to navies, larger vessels are still within reach. The U.S. Navy, for example, awarded the contract for the first in a series of up to 10 new frigates to Fincantieri Marinette Marine in April.



ARES 56 YACHT SUPPORT VESSEL (YSV).



ARES 85 HERCULES FAST PATROL CRAFT.