WHO'S BUILDING? GLOBAL ORDER BOOK

$\mathbf{0}\mathbf{a}$ INTERNATIO

166' Better Place

CIRIC. THE WALLY YOU DIDN'T EXPECT

3

ICON'S 205' MAIDELLE

ways to keep crew besides more \$alary

Cruising the private islands of The Bahamas

Plus **NEW CANADOS FLAGSHIP 120** MOONEN'S FIRST 82 ALU

EDAT INTERNATIONAL SUDAL PLED DATION

DECONBER 2012/JANUASY 20

Time



Igniting Dreams

The torus of our industry were all mere, discussing such esoteric to: ects as the definition of yacht hastry it was two days before the Fort Lautandale show and we were busing the Superynchi Design Symposium with the liters of bill Tripp, German Form, Martin Francis, Ken Heiland and more

Lean of them brought up writer and another designer Autoime de Sami-Exuptry's formos quite: 'A dissigner language interval perfortion out when thrate is nothing left to add, but when there is nothing left to faile away. To find 7d like to add ngt own traism: An owner wnews be has achieved perfection when he's got every possible thing be annus on board.

Therein ites the problem. And, also, the symmetry situation provides constrained that design to about novigoeting the gray area between form and function. When annormatical by a client, designer senting their aesthetic legge spond there itme doubling skotches of beautiful packs. That ingomulty is what drives the industry, igniting dename and setting new herafs in cention.

East design focus this issuestents from designer Luiz de Bastins stretches and musings on evolving a long-favoritie style of yacht, the raised pilothouse design. A perfect example of this overalize to the new Canadan fugskip, Far Away What designer Francesco Paerkowaki has done will the area beneath the raised pilotomore it traip a first, and forward on the more doce is another lastastic use of space.

U designers and builders waren't incomens, the awners of the Summin Humana major be out of yourting by now. Not entirely satisfied with their yachting experience, they caught sight of a tyticidge intersone while out crussing. As a ward a common design, it their them same time to chose down the builder. Now praising on their ideal yach, they have bappily directed their captain in hud every island between Cannes and New Zephani.

Wally has just built as first yacht with a Pytralan, its Bagship Beller Place. At the design symposium, the yacht's naval architect. Bill Tropp conformald that during her first wells, exercising gravitated up top and eventually a periodical quint pervaled as they aimply enjoyed the yacht's navament through water. Harmania ty breading indoor and nithour areas to a recent design trend. hat it's something that Wally has long understood.

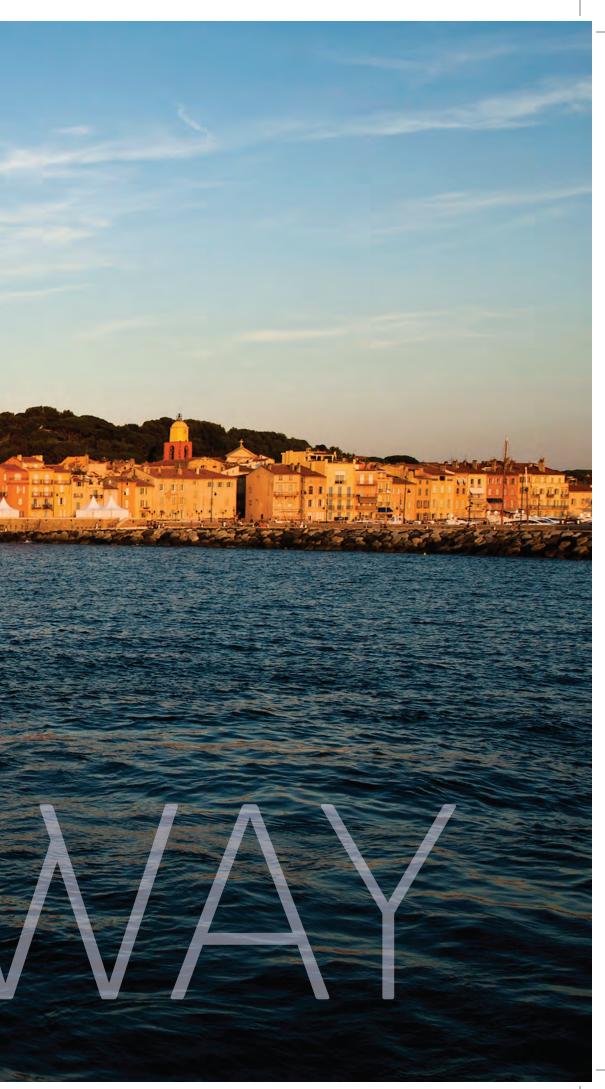
A trandition (CON does well is the relief) chills and its fitted build, Matricelle, showcases fills expertise with a fabrician lower deck byout that lands guests directly from their statisticours to Osgym and chaine locing to all.

This issue also reveals Show&oals' annial Global Cyder Book, By gathering yard data at the same time each year, we are able to predict the direction the industry is going. Our featured beats. generally follow the pattern shown in the Eloisal tirder Book the number of large builds is rising. there's less interest to gas guzzlers, many wordsare building their flagships, but orders for smaller motor yachts inwe talles off consideratily. Some suggest fling in dow to the number of protorease yachts available. The owner of My Way, an 62-Mail Moomen, has conselling to any about that "Ves, I. can just go und huy a ready yarbit because we live in a world where people have forgetten new todecam, where everything is bought and kold. But FII go my way. I'll build the yarnt such as I want."

For anyone else ready to dream, there's a designer null there ready to slight hit

Kate Landy

THIS CANADOS FLAGSHIP'S CREATIVE LAYOUT AND DÉCOR IS READY TO TAKE HER OWNER FIGURATIVELY AND LITERALLY...FAR AWAY. TEXT BY PETER BOULTON



A Reserver a

Each year, it becomes increasingly obvious that the cream of the yachting industry gravitates to the Monaco Yacht Show. Builders, brokers, owners and support services contribute a wonderful selection of yachts, tenders, toys, gear and hardware to this European hub of yachting. Of course, having the entire event in glorious sunshine and moderate temperatures against the fantastic backdrop of the French Riviera doesn't hurt either. So the stage was nicely set for a visit to *Far Away*, the 120-foot flagship from Canados.

Far Away is hull number one in this new 120 series; already the second hull is well advanced, and since build time is only around an incredibly short 13 to 14 months, it should be ready fairly soon. Exterior design and naval architecture are the work of Canados Design and construction is entirely in GRP composite. The result is a yacht that has the rare ability to look terrific from virtually every angle. As icing on the cake, the owner specified a silver finish, which, together with continuous black panels and windows, gives her a lean and purposeful stance, especially when in a hurry. A potential problem with the use of color in GRP is that it tends to show all kinds of imperfections not normally visible in white, but Canados scored highly here—the silver finish is impeccable.

Built for a youthful Russian client and his family, *Far Away* features interior design by Francesco Paszkowski Design. The yacht benefits wonderfully from the simplicity of materials chosen and manner of application. The interior motif has been generally described as "gray," which really misses the point, since the selected grains of bleached and limed oak, contrasting with ebony, plus extensive use of suede tend towards the warm end of the spectrum. Even the gray, linear textured marble panels on the salon bulkhead are backlit by subtle yellow light. Paszkowski concurs, "As a team, it was extremely satisfying to make use of a small variety of materials in so many different ways and to such good effect."

This is the owner's second yacht with Canados, the first being an 86-foot Flybridge, but it's the first time he worked with Paszkowski.

"Paszkowski and his team talked a lot with us, even on subjects which had sometimes nothing to do with the boat. I think they tried to learn and understand more about our daily life and feelings," says the owner.

Paszkowski and his team were certainly able to grasp and accurately translate the owner's desires into satisfying reality. "We believe it is absolutely essential to get to know the owner and family as much as possible, in order to give them what they want and fulfill their dreams," the designer says. "After that, it's a matter of cooperation and coordination."

"On the whole, I just wanted a comfortable boat with not too many cabins, where we could have a lot of fun," says the owner. "I like the idea of having just a few materials and one color—gray—but in different shades. In this way, the overall design achieves a modern, elegant but warm atmosphere on board."

Fulfilling the owner's wish for only a few cabins gave the space to include dual masters on the lower deck, forward and aft. "The aft suite on the lower deck is an area we like for its size and the large windows which let in lots of natural light," says Paszkowski. There is another superb master forward with a twin-bed cabin set centrally between them. Beautifully considered windows provide natural light and all guest cabins are en suite with the additional luxury of separate toilets.

As is often the case with vessels of similar size and layout, *Far Away* has a raised pilothouse. A short, fairly steep staircase leads up from the starboard foyer to a small but well-equipped bridge, with surprisingly good visibility through the acutely raked forward windows. A most unusual feature, however, is a sort of daybed on the port side, where it appears the owner likes to recline "Roman-style" and chat with his captain and watchkeepers. Fortunately, it's at waist height and can also provide practical space for a full-size Admiralty chart.





these pages In lieu of a master suite forward on the main deck, the owner chose to make a space for daytime relaxation, enjoying the ocean breeze provided by twin balconies. The room can convert to a cabin if needed (above). Two master suites are found below, each with an electric fireplace (right).







The interior has been generally described as "gray," which misses the point. The bleached and limed oak, contrasting with ebony, plus extensive use of suede tend towards the warm end of the spectrum.



12/19/12 12:29 PM



A few steps up and aft is the sun deck/flybridge, complete with wet bar, tables, seating and loungers. The really special feature is an elegant cantilevered roof section that extends forward as part of the radar/comms structure and is composed of transverse carbon slats, opening for light and air or closing for shade—both a clever and effective innovation.

Balconies are very much the "in thing" lately and Far Away has four of them at main-deck level. A nice touch is that the guardrails neatly stow away as part of the actual balcony structure, which takes the grind out of handling and stowing separate rail sections. With two balconies in the dining area and two forward, the effect is delightful and it's easy to understand their popularity. Forward on the main deck, which would typically be an owner's stateroom, is instead a day cabin or a casual lounge, though with the en suite head and convertible daybed, it also can serve as an extra guest cabin if needed. Having a balcony on each side, plus a big sofa bed, it is a very inviting place to stretch out on hot afternoons with the balcony doors open to catch the breeze.

And speaking of doors, all those opening onto side decks cantilever outward parallel to the superstructure but take up very little space so they don't impede passage—a real design plus. The side decks run freely fore and aft, a feature much appreciated by the owner and this ancient mariner alike—another design plus. Returning to the interior using the port side door, which also accesses the crew quarters, reveals a galley set longitudinally under the island created by the raised bridge. This is small but nicely equipped and when not in use, can be entirely closed off by sliding panels. Via a short passageway to the opposite side under the bridge is a dayhead, the stairs to the bridge and the stairway down to the accommodations. Doors port and starboard lead aft directly to the dining area and salon. Polished ebony accents and a dining table nicely complement the lighter décor with everything beautifully illuminated by large vertical and horizontal windows. "But," says the owner, "I especially like this area



A niche cut in the transom door provides a cozy seat at the stern platform (right page, bottom). The flybridge (left and right page, top) offers ample lounging and dining space. A cantilevered roof opens and closes at the touch of a button to shelter or expose this area. A sliding door reveals a television hidden in the buffet opposite the table.

at night. The way the lighting is arranged in the floor, it looks as if it's actually hanging in the air."

The apparent volume makes the yacht seem more like 130 feet than the designed 120 and Paszkowski is happy to explain how. "It was having the ability to use light materials and similar tones, plus sympathetic-style furniture, which made this possible. Then again, everything was done in-house and Canados always looked for solutions for everything, from technical to material processing and layouts."

Outside deck spaces have been well planned, even to the false decking covering the windlasses, while aft, an uncluttered area provides dining for eight, as well as good working space. Twin stairways descend to a beach club, which with the tender launched, offers a davhead, shower and direct entry to the engine room.

In here, a couple of 2,400-hp MTU 16V 2000 series engines will get Far Away going at 27 knots, but not too far away as cruising at 23 allows only 500 nautical miles. Judicious use of the throttles will doubtlessly improve upon this enormously. Good planning permits walk-around access to the engines and space for a pair of Kohler 50 kW generators. TRAC zero speed 12.0x stabilizers inhibit unseemly tendencies to deviate from the vertical even when at anchor and precise maneuvering is made easy by having thrusters at bow and stern.

The owner is delighted with the result. "We do really like our boat. We could say [our favorite spot is] the flybridge because it's a large space, or the beach club as it's really comfortable, or the area forward on the main deck or relaxing on the balconies while moored in a beautiful bay. We can also accommodate more friends. We like the two suites on the lower deck as they are really big and you can watch the sea while laying on the small sofa close to the windows. But, 'all of it' is really the best answer because we love the atmosphere on board and truly feel at home. We're going to have lots of fun with Far Away."

SB ENHANCED DIGITAL CONTENT ON THE IPAD APP



different shades." - FAR AWAY'S OWNER



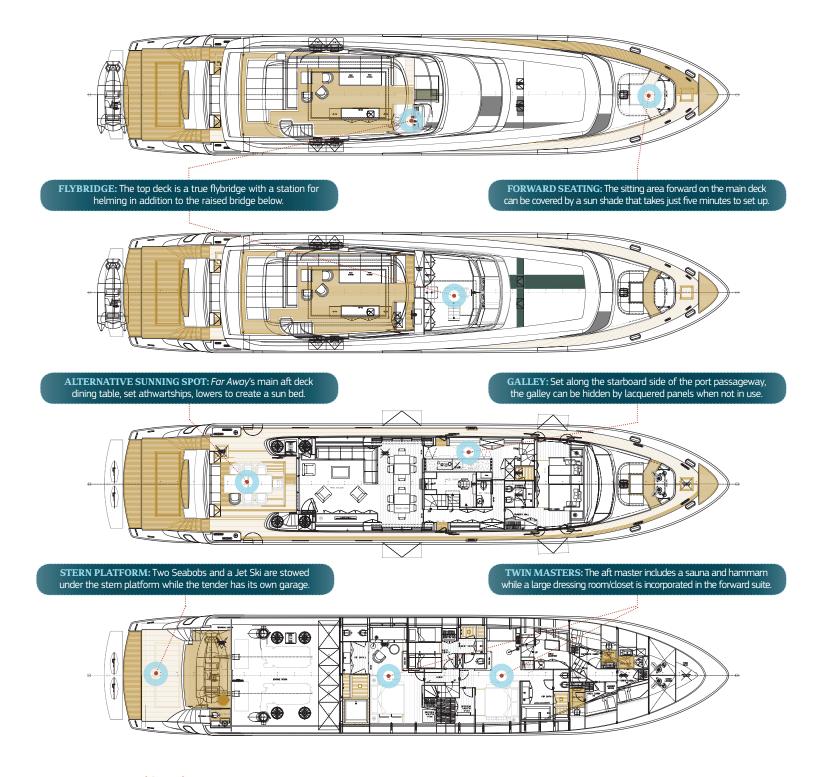
far away || 120' CANADOS

Four fold-down terraces on the main deck, to port and starboard of the dining area amidships and the day cabin forward, bring the outdoors in.



"On the whole, I wanted a comfortable boat with not too many cabins, where we could have a lot of fun. I like the idea of having just a few materials and one color, but in

far away || 120' CANADOS



Specifications:

Builder: Canados Via dell'Idroscalo, 182 00121 Rome, Italy Tel: +39 06 5633 9732 Fax: +39 06 5603 7581 Email: info@canados.com www.canados.com LOA: 120' 1" (36.6m) BEAM (MAXIMUM): 23' 9" (7.25m) DRAFT (FULL LOAD): 7' 5" (2.25m) DISPLACEMENT (FULL LOAD): 145 tons POWER: 2 x 2,400-hp MTU 16V 2000 SPEED (MAX/CRUISE): 27/23 knots RANGE: 500 nm @ 23 knots FUEL CAPACITY: 4,490 U.S. gallons THRUSTERS: Twin Disk STABILIZERS: TRAC-Star zero speed 370/12.0x GENERATORS: 2 x 50kW Kohler FRESHWATER CAPACITY: 660 U.S gal OWNERS AND GUESTS: 8

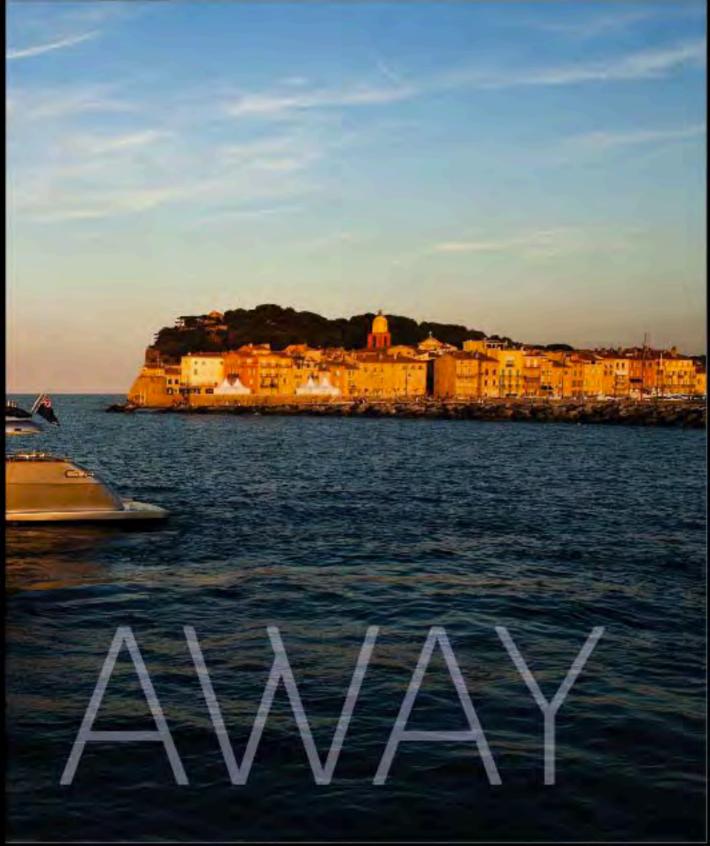
CREW: 5 TENDER: 14' Naumatec 430 CONSTRUCTION: GRP

NAVAL ARCHITECTURE/ EXTERIOR STYLING: Canados Design Team

INTERIOR DESIGN: Francesco Paszkowski Design

62 SHOWBOATS INTERNATIONAL

THIS CANADOS FLAGSHIP'S CREATIVE LAYOUT AND DECOR IS READY TO TAKE HER OWNER FIGURATIVELY AND LITERALLY ... FAR AWAY.



Ecci year, il becomes increasingly chains that the aream of the yaching industry gravitates to the Monaco Yacht Show, Builders, luciters, owners and support services contribute a wonderful selection of yachts, tenders, toys, year and hardware to this European rub of yachtag, of course, having the entire event in glorious substine and noderate temperatures against the fautostic backstop of the French Riviera doesn't burt either. So the stage was narely set for a visit to Far Away, the 120-foot flagship from Canados.

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(a) A set of the second sec

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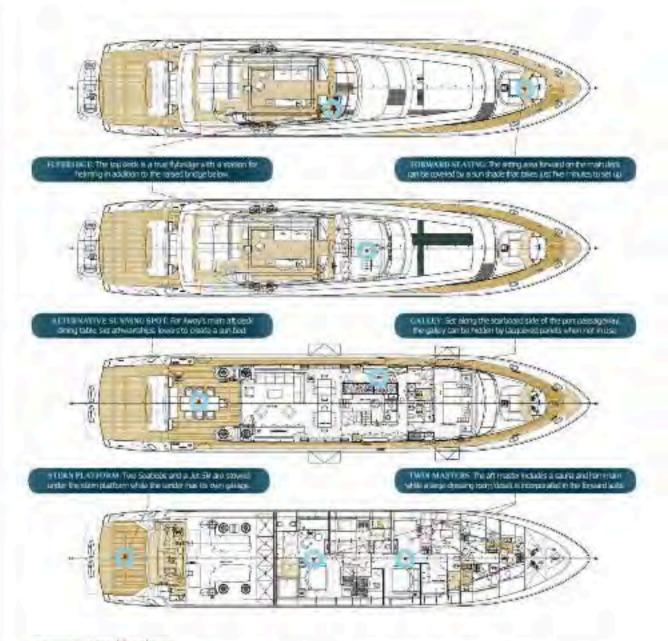
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Specifications:

Bailder, Conados Una dell'Almoscalis. (42 19012): Anexe, Ruly Tec. 439 06 5633 9752 Fast: 439 06 5031 7591 Entiti. Inforgennadioscam Wessecomptioscam

LOA: 120' 1* (36.6m)

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CREW: 5

THREE 14 Naumatec 430 CONSTRUCTION: DRP

HAVAL ARCHITECTURE/ EXTERIOR STYLING: Canades Design Team

INTERIOR DESIGN: Francesco Paszkowski Design



692 yachts over 80 feet under construction worldwide, down 5:2% • 14 projects over 100 meters LOA sets new record • Most yacht gross tonnage under construction since 2007 • 3.9% increase in yachts ordered above 150 feet LOA • 44% increase in yachts ordered above 250 feet LOA • Italian yard production down by 14.2% • Dutch yard production up 8.2%

> BY RAPHATL MONTIGNEAUX AND THE EDITORS OF SHOWBOATS INTERNATIONAL

ALTHOUGH 5.2 PERCENT FEWER VACHTS ARE (1STED as "under construction" in this year's Ginbal Order Book - 692 compared to 728 yeachs last year - the oniers confirm a future full of activity at most yanac repectally for pedigroe yards and those holiding yachts over 40 meters and contain books

Thermorid map of builders has remained largety the same with they leading and still running away with top becomes in the market with 272 projects. The Notherlands firming holds need the second spot with a significant increase (15.85%) in the total length of vessels under construction (from 10.065 to 11.684 free) as well us an increase (8.2%) in overall number of projects (from 61 to 66), Taiwan creeps past Germany this year, moving into sight place from its serventh position last year, and the United Arabi Emirates enters the top feer al number nine.

The trend of dialers for larger yachts has continued from fast year although there has been a 30% drop in open-style yacht orders from fall in 2012 to 68 in 2013. The rest of the yacht types are staying within the same range, proving again that yachts concerning a lot of fuel are less in vegoo.

As we predicted in years past, the future continues in lean towards fully continuyachts, mostly cruning from distorcially proven yards that give a perceived assurance of quality and a potential boost in lasting value for the yards on the resale marrier. We have also onted that some of those yards that opened their doors during the beight of the market have been corporatingly able in keep their doors open through the down turn by delaying their production schedules and maintiming artificial activity or unofficial

T is Clobal Order Gook way established as 1952 by the editors of Skewcheth International to provide a body of state optimized annuality - a systematic factors to move the scope of economic activity within the microartizonal towary vacha industry Each year we present a high order vaching 30 feet s24 meters and longer an order as of September 1, all show mitmodulate the world.

Every effect to made by the ethlery in ensure that the Girbal Order Beek data to can preference and escarate. We represely

THE BULES IN METHODOLOGY

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Contractions (see a project in be excluded in the 2013 Clobal Crede Natiany Sach and grantile 20 fact (24m) to be project by credit many project action is a single among solid ballons, for comparsion composer. Builder's solid as formers and hadney dominant that ballo among with their cash mission builds are estimated the fourthm? Build due to the estimate for an estimate of the estimate of the fourthm? Sept 3, 2012, Specutations that and the ball construction is solid ball, only if we had construction is solid ball only of we had construction is solid ballong on the ball of the solid ballong to fourth the solid ballow op to ballong to the and by on or solid ble some due.

NUMBER OF PROJECTS BY LENSTH

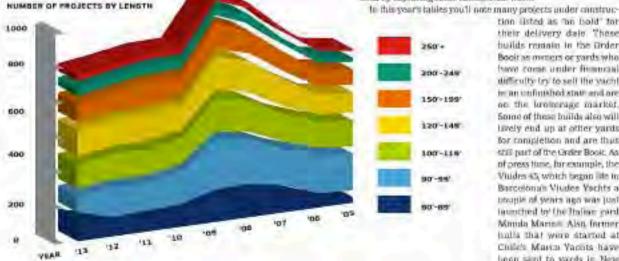
LENGTH N	2013	2012	2011	8010	2004	2006	2007	2006
30-89	119	178	198	1167	296	253	2117	716
86°C0	114	70	78	- 99	147	314	100	390
100-115	142	111	311	944	190	179	185	140
120-145	151	150	195	150	195	175	152	110
150-199	100	109	1,52	112	145	125	LUB	195
200-249	47	45	45-	41	40.	47	20	28
250+	38	27	30	30	21	23	18	12
Total	\$29.2	728	74/2	753**	992*	916	711	688

ins reliants the test of from the second densities of their first his next Takes in a module Americ small out we seek TV illighteets by length.

> slowdowns throughout the set couple of years, although we wonder hnis long they can continue this trend.

> Historically sound yards are recording new orders, giving them yards work until 2015, even 2010 for some. This is the case with most northern European yards, a good example burg the remowned Buttim consortium Feadship, which announced no less than 13 yachty in build including seven recently placed orders. In Genmany Linssen impressed with the fifting out of the gigantic 482-foot Tuparz in only one year (the largest yach) delivered in 20125 and follows with an even larger project.

> A trend for this 2013 Order Book is the inclusion of some entermous vaces; no less than 14 projects over the mythical 100 meters are currently on order - a new record for the industry. Astolindingly, three of those 14,100-meter-plus projects are sailing eachts, and another; a 101-meter Ed Dubnie sloon, is not included in this Order Book that is expected to sign with a Earthperson boulder this coming spring.



Even with roomling fewer projects in truld little year, see notelarger trachts under construction throughout the Order Beek, with 186 unters over 156 teet this year versus 179 last year an increase of 3.7%, and 39 orders over 250 feet compared to 27 in 2012, that's an increase of 44.4%. This has led to a large number of yards now touiding their next flagshipt in their mage. Such is the case with Lürssen, building the 590-foot Azzam, the future largest yocht in The world: Fendship with a 333-foot motor vacht: Nobiskrug and its secret 482-foot sailing yacht; Oceanico with a gigantic sailing racht of 354 feet: Vitters with a 279-foot sailing vacht and the ment of Benetiti with a 293-foot metor vacht.

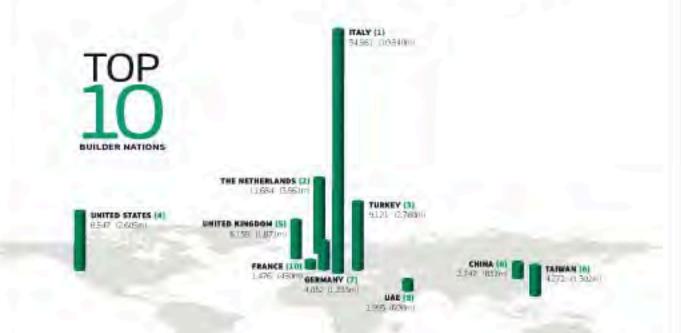
On the other side of the spectrum, we note that the categoryof smallest yachts, mostly series preduction, continues to suffer, with only 119 projects recorded this year between 80 and 89 Fort roundared to 178 jact year, a drop of 38 1%. Our country Italy, has particularly suffered in this corner of the market, losing net 45 hulls this year, including 26 from the Ferretti-Eroup abure. All builders seem to be feeling pain in the 80- to SO-holt range, and with the large number of competitors and the large amount of secondband vachts available in this size range, the near future continues to look bleak. At sume point, however, this will become a seller's market as fewer late-model. stachts am available to the growing mimian of potential stacht an thusiasts in BRIC countries.

We can say that 2012 was an interesting year, though we want say a good one when we compare the current figures to the past. Among builders that are considered industry stanles, many of those who had relatively small numbers of orders at the bealoning of the crisis in 2008 have continued to grow and have a strong showing. Many mid-range yards also report decent if not good activity, including Sunrise Vachts in Turkey with five varbits under construction including two 207-trint motor vacints scheduled for delivery in 2014. Although some who were considered staples. pertups own authors of yachting history, have left or might leave this Order Book if a hulld is not signed soon. A good example is the 143-year-old Burger Boat Company of Manitonov, Wisconsin, which continues to operate although without a yacht in the med for capturing some commercial work.

> tion listed as "an hold" fat their delivery date These builds remain in the Erder Booir as minicipion yards who have come under firmeraal difficulty traito sell the vacult is an unfinished state and ore on the brokerage market. Some of these builds also will tively end up at other yards for completion and are thus shill part of the Grater Book. As of press time, for example, the Visides 45 which began life in Barcelona's Viudee Yachts a Table interests and wate just launched by the Italiae card Monda Marine Alan former initia that were started at Child's Marco Vaciots have been sant to yards in New

Zealand, the U.S. and The Netherlands for completion. Refit work has also become an important revenue stream for shippards with many yards now having a specialized and dedicated refit team, including the more prestiginus yards such as Eurosan, Feadship and Royal Hulsman. Mariner Marine, which also owns small boat lines Hunter and Mainship, has purchased the former Merrill Stevens Dry-Dock in Miami for an East Coast repair venue. With the global flext becoming older the demand for wfit work will continue to grow going forward.

In 2015, the secondhand brokerage market had a branser year with 262 sales that included some very large yachts, such as the 377-toot Petorus. At the end of September 2012, we had



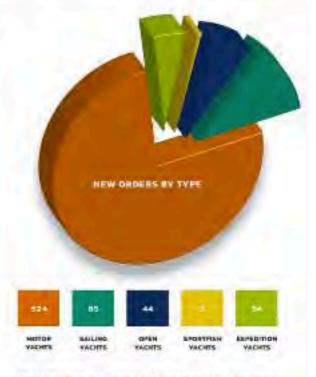
2013 GOB RANK	COUNTRY	TOTAL (MO	TOTAL (FTS	PROJECTS	2012 AVG. (FT)	2011 AVE (FT)	2012 GOB RANK
+	tealy.	10.540	34551	272	127	120	1
2	The Netherlands	3,561	11,684	66	180	165	2
ž	Tutkiny	2,780	9,121	6.5	145	141	3
4	USA	2,605	8,547	66	131	130	8
5	шк.	1,871	5,139	61	39	100	5
ē	Talwar	1.302	4,272	đ	-99	103	7
7	Germany	1,235	4,052	15	512	279	8
H:	China.	837	2,747	22	125	.129	8
	MAE .	608	1,995	11	222	Notiflanked	Not Ranked
10	France:	450	1,476	11	173	128	9

2013 GLOBAL CRIDER BOOK

	107 30				
2013 Hank	Caregary	Tetal (m)	Total(%)	Projects	Arg. (19
1	Agreat Genetii	2,611	8.555	70	122
2	Ferretti Grbup	1,749	5,758	50	its
3	Sanloranzo	1,137	3,730	33	EII
4	Surawater	946	3,110	28	107
5-	Freeherap.	879	2.004	15	222
5	LUISSEN	566	2.185	Б	354
7	Princips Yachts	SSA	2.080	22	95
11	Arribis	541	1,775	4	178
8	Huesen Valmes	493	1.518	10	162
10	Hotizatt	445	1.473	15	10.5
11.	Westport	445	1.450	15	-97
12	Deeanco	374	1,227	4	307
15	Trivery Yachta	365	1.191	7	1170
14	Fipa Group	355	1.165	10	117
15	Overitaria	347	1.135	10	114
16	Pierro Navi	340	1,115	6	186
17	RSE (Monte Pino	311	1.020	ш	93
15	Pamer Johnson	310	1.017	5	203
19	Lirri Bagketto	304	992	5	125
20	Orretersen	299	381	7	148

Ŧ					+
20113 Runk	Lean pany	Tatal (m)	Tinial (PT)	Projecta.	Avg. (11
1	Benetil	1,668	5.472	38	144
2	Feblastvip	879	2.994	13	222
3.	Lintsen	666	2.185	5	364
4	CRN	565	1.854	4	205
5	Arrela	345	1.775	9	178
0	Hilesen Yashts	493	1.610	10	162
7	Diseanco	374	1.227	4	307
Ê.	Trinty Yadits	363	1,191	1	170
9	Perini Navi	340	1.115	6	386
10	Faimer.Johnson	310	1.017	5	203
11	Christoman	299	3031	7	140
17	Adminal Techomor	248	978	0	122
i3	Mondo-Marine	297	974	ñ.	162
14	Рутитире	265	26.5	¥.	431
15	Survive	359	1150	5	170
16	Abeking & Rasmussen	243	797	3	266
17	Diswey Ship Vistory	238	781	3	260
18	Nobiskrug	220	722	2	361
19	15A	205	573	4	168
20	viega viechts	190	653	2	326

"To be alightle, youth had bith ave almastic facilit a fully conserve youth.



tailied 175 sales, a definite 33,2% drop from 2011. We bose to exceed 200 sales by the end of the year, but we will definitely not reach the numbers from 2011. Of nois, total asking prices for secondmend yachts are below last year, as is the average length of yachts on the market. We can only assume that the fail in these numbers relates to the "wait and see" economic attitude in Europe.

All in all, there are some good points to the 2013 Global Erder Book, some slightly darker, but we can stay optimistic. for the future: Some exciting projects are in the pipeline and the marker for new yachts over the 40-meter mark has begun moving and will continue its rise. With the American market beginning to spend again and Asia, Brazil and Russia continuing their interact in spending their liquid assets in the yachting industry, we can expect to see a rise to the Global Order Book mert year.

One last point, but an important oper for various reasons including new trends in hull shapes, the only absolute way to calculate the size of all yadins produced is by grass tennage. This is also the best measure of man-hours of work involved and hubure crew requirements. Counting that way, the 2013 Order Book has the largest production since the beginning of the crisis, even if there are lower projects listed.

ABOUT THE 2015 GLOBAL ORDER BOOK You will discover several hulls with a shipyard designated as "custom" Most of these are currently under construction in one of the shipyards listed, but for diplomatic or construction in one of the shipyards listed, but for diplomatic or construction in one of the shipyards listed, but for diplomatic or construction in one of the shipyards listed but for diplomatic or construction in one of the shipyards listed but for diplomatic or construction in one of the shipyards would not confirm the buils officially even if in discussions these projects are known to exist. We'll give you more details about them as soon as possible.

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