

THE NAVIGATOR



News for our partners

February 2016



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The purchasing organisations move
closer together

NORWEGIAN ESCAPE DELIVERED

Handed over after a construction
period of just 18 months

10 YEARS OF "PARTNER DES JAHRES"

The event will be celebrating its
tenth anniversary on February 2016

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EDITORIAL

Being a supplier to MEYER WERFT, you are certainly familiar with our former newsletter "Im Dialog". Starting with the first issue in 2016, this newsletter has undergone a thorough facelift. We have developed a new layout, which we think represents a more up-to-date journal style.

The language has changed to English only, paying tribute to the international level the three shipyards

MEYER WERFT, NEPTUN WERFT and MEYER TURKU as well as the group's new corporate purchasing department MEYER NEPTUN Luxembourg are now focusing on.

And last but not least even the name has changed. From now on "The Navigator" will provide you with news from all three shipyards.

What has not changed, though, is the fact that all articles are written

by representatives from the purchasing departments. Looking at the close cooperation among the yards and their partner companies we consider this newsletter an extra we are glad to provide.

Enjoy reading!

Ralf Sempf,
MEYER NEPTUN Luxembourg

STRATEGIC PURCHASING THE PURCHASING ORGANISATIONS MOVE CLOSER TOGETHER

The continually increasing customer demands for complexity, innovation, technology and flexibility in the shipbuilding industry also require constant change in the shipyards.



However, for MEYER purchasing system, this transformation should be seen as an opportunity to bundle strengths, use available expertise, learn from one another and implement new ideas to adopt a pioneering role for international purchasing in the shipbuilding sector.

In order to grow closer as a modern purchasing organisation, MEYER's strategic purchasing department will be launched as an independent organisational unit on 1 January 2016 under the roof of MEYER NEPTUN GmbH Luxembourg. In future, the strategic purchasing department will perform strategic and operational tasks across locations on behalf of the purchasing departments of MEYER WERFT, NEPTUN WERFT, MEYER TURKU and the affiliated companies.

One of its main tasks will be to render services for the local purchasing departments that are essential for the processes in Strategic Purchasing.

These include both strategic areas such as supplier management, building group management and cost structure analyses and supporting activities such as contract management, claims management and purchase controlling.

Pure purchasing tasks will also be performed at operational level. Requirements will be bundled for selected material groups, and conditions stipulated in general agreements according to which operational order processes will be implemented locally at the individual shipyard locations. Moreover, the Strategic Purchasing Department will support negotiations on major investments while handling certain ICT management tasks centrally.

The Strategic Purchasing Department's team is drawn from various shipyards and departments. One part of the team will be located at the Luxembourg location, while other will support the Purchasing and Technical Departments on site at

the shipyards. All project-relevant processes from enquiry to order will continue to be handled at the local units.

The superordinate goals of this reorganisational measure are centralisation, group-wide purchasing processes and rules and consequently the reduction of process costs and use of synergies. The objective carried outward towards our partners is to establish a uniform language in terms of purchase policy and strategic goals.

This change is therefore not only an opportunity for the shipyards, but also and above all an opportunity for our partner companies to enter into or expand strategic partnerships.

Dominik Sandmann,
Purchasing MEYER WERFT

CROSS-SHIPYARD PURCHASING FOR AIDA/COSTA PROJECT

In mid-June this year, the Carnival Corporation ordered four new cruise ships from MEYER WERFT GmbH & Co. KG and MEYER TURKU Oy as part of a strategic partnership. Two ships in this series for AIDA Cruises are being built in Papenburg, the other two in Turku. For both yards and all ships, the engine room units will be built by NEPTUN WERFT GmbH & Co. KG.

What makes these four new vessels so distinctive is that they will be 100% powered by liquid gas (LNG) – the first cruise ships in the world to run on this innovative, environmentally friendly fuel. However, these orders are also special for us in terms of technical development and purchasing. They are being developed in close cooperation between Papenburg and Turku following the “platform principle”. The major components will be procured jointly. The “platform principle” means that all four ships are technically identical in terms of shipbuilding layout and the most important machinery and systems. Significant differences will mainly be apparent in the public areas open to passengers.

How will the joint procurement work? Negotiations for major systems and machinery such as the main engines, propulsion equipment, gas installations, thrusters, waste treatment plants, lifts, lifeboats, davits and many others are under way or being prepared. The persons responsible for technology at both yards are working together to reach agreements on engineering and development. In doing so, the technical needs of both shipyards are being bundled as efficiently as possible. The engineers and purchasers at both shipyards are participating in the commercial negotiations with the suppliers.

It is important to get the best possible results for all the ships in the series; the terms agreed for each system will then be specified in a general agreement covering all the ships that will be concluded by the two shipyards on one side and the suppliers on the other. Besides stipulating the objects to be delivered and the price, these general agreements will also define other contractual terms, for example option agreements.

The detailed system orders will then be made at a later date in the form of supply agreements. These supply agreements will be issued separately by the shipyards for each of the ships commissioned, and will state the exact technical specifications, the technical regulations to be complied with, norms and (quality) standards, delivery terms and dates, payment terms, warranty conditions and much more.

MEYER WERFT is acting as the “lead buyer” in these negotiations, which means that it bears the overall responsibility for procurement. This is because the first ship in the series is to be built in Papenburg.

These projects will be a major challenge, both technically and commercially. Initial negotiations have shown that we can overcome these challenges together and learn a lot from each other.

Beate Schmitz
Purchasing MEYER WERFT





Keel Laying of Genting Dream: Dr. Jan Meyer, Bernard Meyer (Meyer Werft), Thatcher Browne, CEO Dream Cruises, Henning Stellermann (Project Manager Meyer Werft) and Tan Sri Lim, Chairman Genting Group.

KEEL OF GENTING DREAM LAID FOR DREAM CRUISES

On 3 December 2015, MEYER WERFT laid the first steel block for the keel of the cruise ship Genting Dream in covered building dock II.

Tan Sri Lim, Chairman of Genting, placed the lucky coin on the keel blocks together with Bernard Meyer before the 800-ton crane lowered the new block. The keel-laying marks the official start of the construction of the Genting Dream, which with a gross tonnage of 151,300 will be the largest ship operated by Dream Cruises. The first steel-cutting for the Genting Dream took place in MEYER WERFT's laser centre back in February 2015. The ship will be handed over to the owner in autumn 2016.

With a gross tonnage of 151,300, the new ships for Dream Cruises will offer accommodation for about 4,500 passengers. The ships are 335 metres long, 39.7 meters wide and can reach speeds of more than 23 knots. The new cruise ships were designed for the rapidly developing Asian cruise market.

Ruth Leffers,
Purchasing MEYER WERFT

NEW SHIP FOR SAGA CRUISES

On 29 September 2015, the management signed an agreement with British shipping line Saga for the construction of a cruise ship to be delivered in July 2019, subject to financing, and an additional option for spring 2021.

Robin Shaw, Chief Executive of Saga Cruises, commented on this event: "This is an important milestone for the future of Saga Cruises, and we are looking forward to cooperating with MEYER WERFT, one of the leading cruise ship builders, in developing a ship that will meet our individual needs."



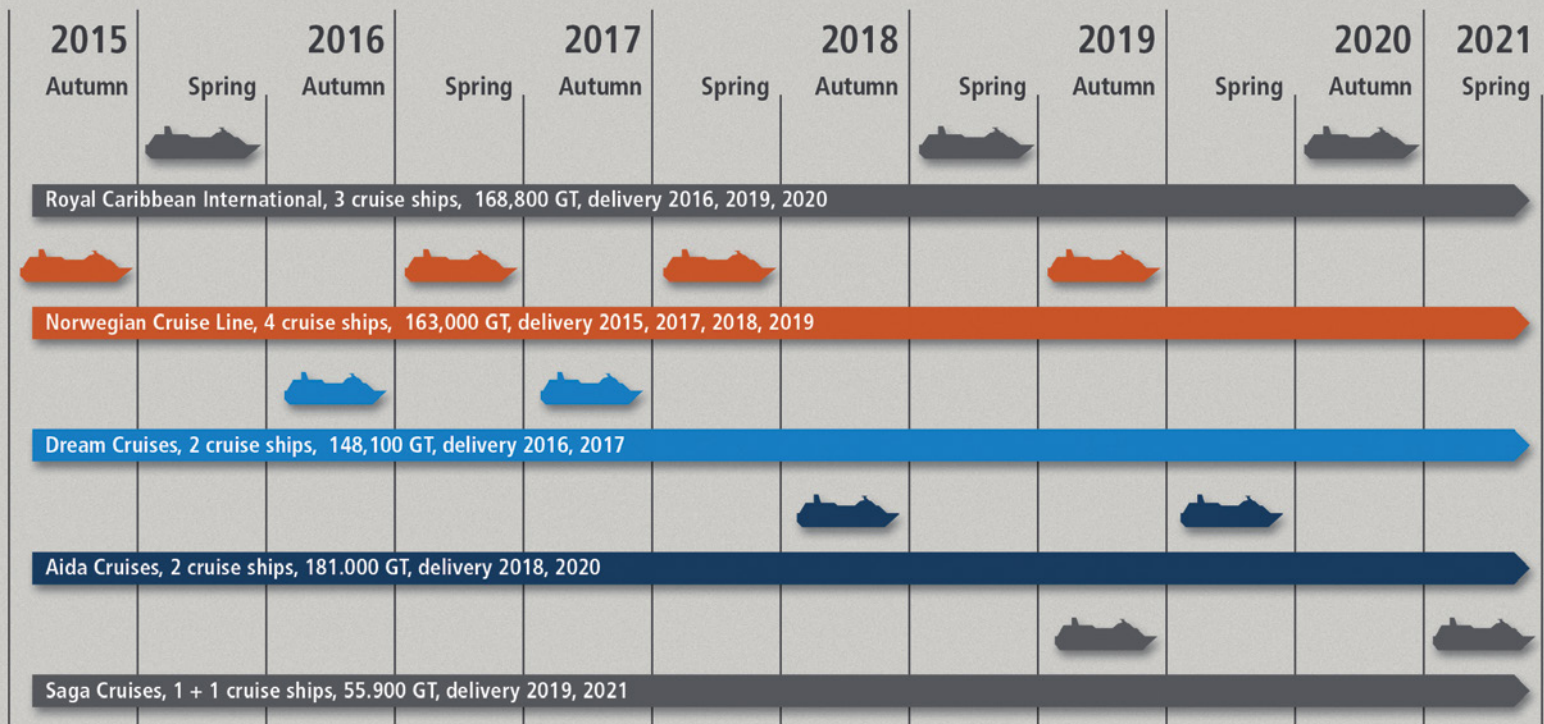
AN IMPORTANT MILESTONE FOR THE FUTURE OF SAGA CRUISES

The British shipping line already has two vessels in its fleet, the Pearl II and the Sapphire. Both of these ships were completed in 1981. Saga specialises in services for people aged 50 and over, for example insurance cover, healthcare services and holidays. Special attention is paid to cruises.

The new ship will be 234 m long and 30.8 m wide with a gross tonnage of 55,900. The size of this project means it can be realised in construction dock I. In 2019 and 2021, it will therefore be possible to deliver three cruise ships in one year for the first time. This will lead to more employment, a better distribution of overheads and consequently cost reductions.

Construction and building processes will have to be optimised further to accommodate the increased capacity utilisation. Essential measures must therefore be implemented, such as the completion of the machine room module at NEPTUN WERFT. The main challenge will be to coordinate the more intensive building program without causing undue stress.

Katharina Berger,
Purchasing MEYER WERFT



MEYER WERFT ORDER BOOK

"GROWING TOGETHER – CREATING VALUE"

Never before has MEYER WERFT in Papenburg had such an order book. With a current market share of almost 50%, MEYER WERFT is in an outstanding starting position. The orders currently in hand go right up to 2020.

Current market developments in the cruise sector are not only safeguarding the jobs of shipyard staff but also exploiting the capacities of our suppliers and offering them opportunities for growth. Over the next few years, we will be delivering two large ships from building dock 2 every year. By introducing a clear delivery cycle, we will be able to ease the strain on our processes and ensure the continuity necessary to implement improvement processes sustainably. We also have the one-off opportunity to develop a platform ship for AIDA/Costa, our first close cooperation with

our colleagues in Finland. This means, for example, that we will only have to develop the engine room once for both ship types. The engine room will be identical! This is the only way in which we can achieve synergies together. Both we, our customers and our suppliers will benefit from this. This is a unique opportunity.

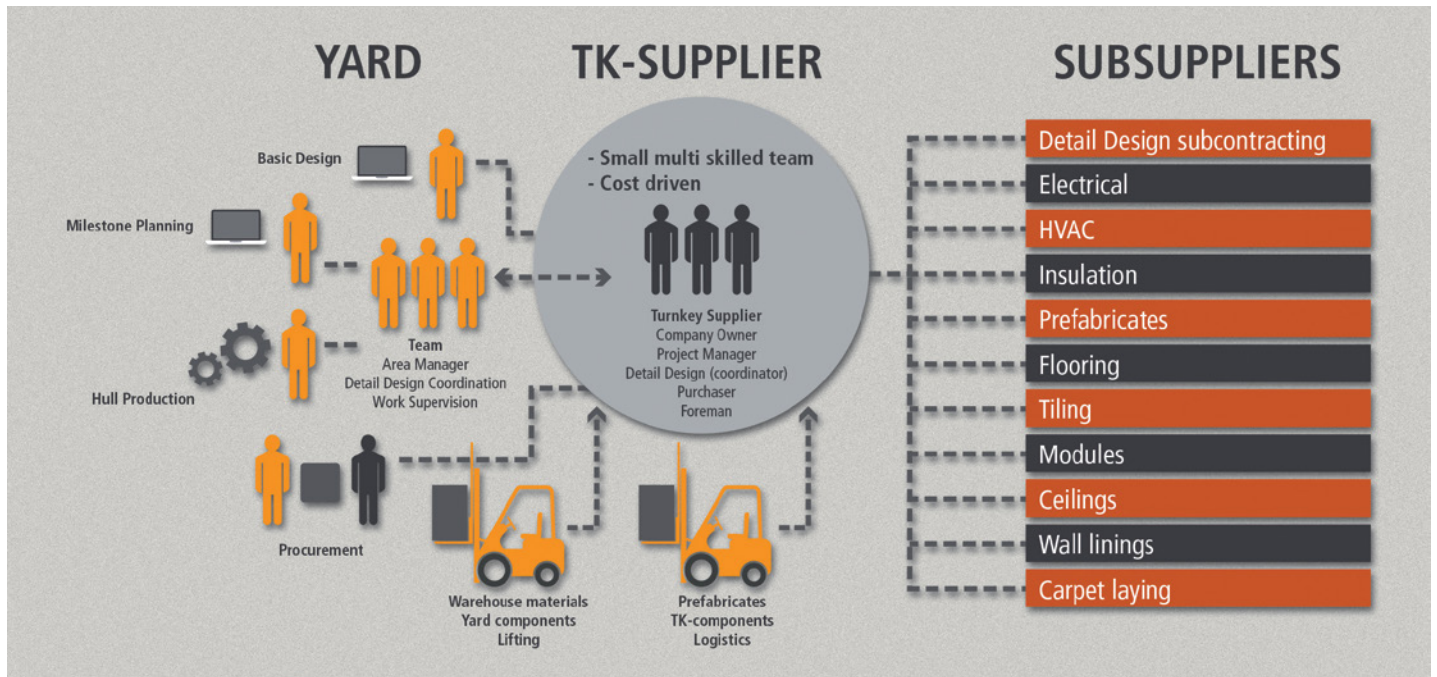
We will also be reactivating building dock 1. MEYER WERFT has also concluded an agreement with Saga Cruises. From 2019, MEYER WERFT will be delivering three cruise ships a year for the first

time. There is also an option for another new ship to be delivered in spring 2021. The first ship is scheduled for completion in summer 2019. With our current order book, we are also offering our regular suppliers the opportunity to grow in company with us. We have to supply value in order to ensure our customers remain loyal to us in the long term. For this, we need your innovative strength so that we can offer our customers the best product from the perspective of life cycle costs.

Klaus Lübbers,
Director Materials Management and Purchasing

TURNKEY SUBCONTRACTING MODEL OF MEYER TURKU OY

When it comes to outfitting its newbuilds, MEYER TURKU Oy is widely using the steel-to-steel area turnkey contract model. Nowadays even over 80% of all outfitting is contracted on a turnkey basis.



Working principle of the current steel-to-steel turnkey model

The area turnkey model implies that the supplier executes the whole area e.g. restaurant, theater, cabin area, galley, engine casing etc. outfitting. The contract is based on the yard's basic design. Basically the yard delivers merely the steel structure for the area.

MAIN REASONS FOR USING STEEL-TO-STEEL TURNKEY SUBCONTRACTING

Initially, the main objective was to reduce the yard's need for co-ordination, increase its capacity flexibility and agility, focus on the project management and other shipyard's core activities. It was intended to share the risk, and at the same time to enable and allow suppliers to grow and develop their core business areas. A shipyard can't be the specialist in all kinds of development work. This turnkey model allows the suppliers to develop their prefabrication, modularization, design and installations methods, and to search for alternative materials, so that, in the end, they benefit instantly from this development work.

In projects that follow next other suppliers as well as the shipyard can adapt this good practice. As a consequence the shipyard benefits from its own development work and from that contributed by other suppliers, which, as a whole, accelerates the development process.

HISTORY OF THE STEEL-TO-STEEL CONTRACT MODEL

In the 1980s the shipyard started to use visual turnkey contracts for interiors in public areas. The interior turnkey contract includes design, materials and assembly of visible surfaces, e.g. wall and ceiling panels, fixed and loose furniture, lighting, floor covers etc.

In the 1990s steel-to-steel the area turnkey model came into use. In contrast to the previously used visual turnkey this model also includes background outfitting, such as block outfitting, HVAC, electrical and insulation work as well as design and materials required to do this work.

At that time about one third of the outfitting work of the ship was done on a turnkey basis. This included all catering areas, about half of the public interior areas and half of the cabin areas.

In the 2000s more than half of the outfitting work of the ship was done as steel-to-steel turnkey. This included all catering areas, about 80 per cent of the public interiors and cabin areas, half of the AC-rooms, some machinery areas, e.g. the funnel and the engine casing as well as some electrical work.

Today about 80 per cent of outfitting of the complete ship is done turnkey. All catering areas, all public areas (crew and passenger), all cabin areas, all cabin balcony areas, all public exterior decks, about one third of the AC rooms, as well as some machinery areas, such as the funnel and the engine casing, some electric areas e.g. switch-board room, and technical areas, e.g. main laundry.

ORDER BOOK MEYER TURKU



TUI Cruises, 4 cruise ships, 99,500/111,500 GT, delivery 2016, 2017, 2018, 2019



Costa Crociere, 2 cruise ships, 182,700 GT, delivery 2019, 2020



Tallink Silja, 49,000 GT, 2017

PRESENT SCOPE OF STEEL-TO-STEEL TURNKEY CONTRACT INCLUDES

- participating in cost complexity and change order negotiations
- scheduling of all activities in the turnkey area (shipyard defines the milestones)
- all detail design and engineering incl. 3D modelling in the yard's central Cadmatic 3D database
- delivery of all prefabricates and modules
- all materials, including warehousing and logistic activities on the way to the yard and at the yard. The yard supplies merely only some expensive components (e.g. tunnel washing machine, cabin modules), cables, insulation materials and stock materials
- all assembly work in the areas (incl. electric work)
- pressure tests and inspections to be presented to the ship owner and the classification society, of course coordinated by the yard
- part of commissioning, mainly participation in quay tests
- granular progress reporting during whole contract period in the yard's planning system
- warranty obligations in the respective areas

EXISTING SUPPLIER NETWORK

Currently MEYER TURKU has about 25 turnkey suppliers in its network. Most of them have been growing and have developed this steel-to-steel turnkey model together with the shipyard during the past 25 years. Even though we have never made any partnership agreements with them we are practically more or less partners, who are developing the Finnish and European shipbuilding jointly. We hope that the current network will grow together with us, while at the same time its competitiveness and agility will prevail. MEYER TURKU is looking forward to including also new, innovative suppliers in its network.

Jorma Holmström,
Head of Procurement
MEYER TURKU

ORDER BOOK NEPTUN WERFT



8 river cruise vessels for Viking River Cruise, 2017



1 gas tanker for Anthony Veder, 2017



1 double-ended ferry for Wyker Dampfschiffs-Reederei, 2018



Floating parts for MW Papenburg/MT Turku, 2019

NEPTUN WERFT DELIVERS

Along with its current construction program, NEPTUN WERFT again started supplying modules, parts, hulls and large floating parts for MEYER WERFT in Papenburg in 2015 and will also be building them for MEYER TURKU in future.

As the floating engine room modules are so large and complex, it is more expedient to have them manufactured by MW / MT / NW rather than externally as they are a part of our core competence.

NEPTUN WERFT is noted both internally and externally for its adherence to deadlines; without this, it would be impossible to precisely coordinate the manufacture of the floating modules with MW / MT's demanding construction programme. This cooperation between sites is the only way in which MEYER WERFT can deliver two or three large cruise ships every year. It also enables one or two ships a year to be delivered from Turku.

NEPTUN WERFT's floating engine room modules are fully fitted and include machinery, stabilisers etc.; units and components are procured centrally, while small parts and steel are ordered directly through the site. The platform principle on which this cooperation is based has been fixed as a strategic goal for the ships to come and is expected to open up additional potential for optimisation. Along with the construction of complex floating engine room modules for MEYER WERFT/MEYER TURKU, NEPTUN WERFT will in future also be active in other market segments such as the construction of small ferries, gas tankers and river cruise vessels.

Gunnar Pallutz,
Head of Purchasing Department
NEPTUN WERFT

NORWEGIAN ESCAPE DELIVERED

On 22 October 2015, MEYER WERFT handed over the 164,600 gt cruise ship "Norwegian Escape" to Norwegian Cruise Line (Miami, USA) in Bremerhaven after a construction period of just 18 months. The weeks before delivery were dominated by intensive crew training and extensive tests and trials of all the installations and systems on board the ship in Bremerhaven.

THE "NORWEGIAN ESCAPE" IS THE ELEVENTH SHIP BUILT BY THE SHIPYARD IN PAPENBURG FOR NORWEGIAN CRUISE LINE.

The "Norwegian Escape" combines the cutting-edge adventure gastronomy of the "Freestyle Cruising concept" with numerous new leisure facilities such as a climbing garden and free fall slides. The ship also impresses with its luxurious interior fittings and state-of-the-art technology.

Along with its new design, the luxury liner offers its passengers maximum comfort and a wide range of special features: around 75% of the cabins are outside cabins, most of which have their own balcony. Moreover, the "Norwegian Escape" and its crew of approx. 1,700 offer passengers outstanding service.

The interactive communication system and extensive stage technology on board guarantee entertainment that meets the latest standards of technology. Environmentally friendly engine technology with a scrubber system, diesel electric pod propulsion plant, improved hydrodynamics and numerous measures for saving energy, heat recovery and ballast water cleaning ensure passengers can enjoy an ecological cruise experience and significantly cut operating costs. The ship was also designed and built in compliance with the latest safety regulations.

Before delivery, MEYER WERFT invited its staff, their families and staff at the partner companies to tour the "Norwegian Escape" and view the final result of their work. Around 8000 people took up the invitation on 13 September 2015.

The Norwegian Escape's sister ship, the Norwegian Bliss, will be delivered to the shipping line in spring 2017 and will be the second vessel in the Breakaway Plus class.

Ruth Leffers,
Purchasing MEYER WERFT





ANTHEM OF THE SEAS DELIVERED

On 10 April 2015, MEYER WERFT handed over the 168,600 gt cruise ship Anthem of the Seas to the American shipping line Royal Caribbean Cruises Ltd. (Miami) in Bremerhaven, five days before the date originally agreed.

The Anthem of the Seas is the second Quantum class ship. With the Anthem of the Seas, MEYER WERFT and Royal Caribbean Cruises Ltd. have again succeeded in building a cruise ship that is exceptionally environmentally friendly.

The Quantum class ships have been the means of introducing yet more groundbreaking innovations at sea. These include the skydiving simulator "Ripcord by iFly", the 90 metre high glass observation tower "North Star", and "SeaPlex", the largest covered sport and entertainment complex afloat with facilities such as bumper cars and roller-skating. In "Two70°", passengers on the Anthem of the Seas can enjoy fascinating 270-degree panoramic

views by day and breathtaking shows by night. In all, the cruise ship has 18 decks and a gross tonnage of 168,600. The 2,090 cabins, the largest and most versatile yet available on the shipping line's cruise ships, provide space for 4,180 guests doubling up.

Meanwhile, three more new Quantum class ships have been ordered from MEYER WERFT and are scheduled for delivery by 2020. This testifies to the success of this innovative shipping class on the cruise market.

SECOND QUANTUM CLASS SHIP HANDED OVER TO ROYAL CARIBBEAN

Ruth Leffers,
Purchasing MEYER WERFT

WE ARE LOOKING FORWARD



New technology centre at MEYER WERFT

MEYER WERFT is investing in a state-of-the-art technology centre. The high order volume, the constant need for new, highly-skilled personnel this entails and the adjustments made in previous years all influenced the management's decision to build the new technology and development centre. The building will be equipped with the latest facility control technology and energy-saving measures. The entire centre will for example be heated by a geothermal pump in the winter months, while the same technology will create a pleasant working climate in the summer. A controlled aeration system will also be installed to ensure a constant flow of fresh air. A heat exchanger will draw heat from the exhaust air and use it to pre-heat the supply air. This and other technically sophisticated features will elevate the standard of the building to that of a passive house.

In all, approx. 6,800 m² of modern office space and conference rooms are to be built over five floors; large parts of the design and development work for the shipyard's complex new building will be bundled here in future. The total sum invested will amount to approx. EUR 10 million. The foundation stone was laid on 16 November 2015. The building will be ready for use by the company holidays in summer 2016.

Gerold Siemer,
Purchasing MEYER WERFT



NEPTUN WERFT: Double-ended ferry for Wyker Dampfschiffs-Reederei

NEPTUN WERFT received the order to build a modified sister vessel of the W.D.R. double-ended ferry Schleswig-Holstein. The signing of the shipbuilding contract between NEPTUN WERFT and Wyker Dampfschiffs-Reederei Föhr-Amrum GmbH has strengthened the Rostock-based company's market position in the ferry segment.

The ship is scheduled for delivery in February 2018. Together with the other orders being processed, this commission will ensure that the shipyard's capacities are utilised to the full until 2018.

Gunnar Pallutz,
Head of Purchasing Department
NEPTUN WERFT



Marine Airconditioning Center (MAC) in Hamburg

Air-conditioning on board is extremely important when building and operating cruise ships.

The newest company in our group started operations on 1 October 2015. The establishment of the Marine Airconditioning Center (MAC) in Hamburg means that we have now added air-conditioning to our core competences. The extreme importance of air-conditioning for the smooth operation of any cruise ship and the near-monopoly on the supplier market were both critical considerations that influenced our decision to found MAC in Hamburg.

With the initial support of experts from MEYER WERFT, approx. 15 newly recruited staff began the first phase of developing our new ships AIDA/Costa and NCL (from S. 707). More staff will join them in January 2016, after which a highly motivated team of about 30 will be developing, designing, building and procuring parts/services for the air-conditioning. During the next phase, assembly and commissioning groups will be put together so that MAC will in future be able to provide the complete air-conditioning package for the companies in our group.

We have an outstanding volume of orders in hand, larger than we have ever had before. These orders are a great opportunity for our group yet also entail immense cost pressure and huge challenges, not least in terms of energy efficiency and innovation. With MAC, we are developing a strong partner that will be able to overcome these challenges in the long term.

Ralf Sempf,
MEYER NEPTUN GmbH Luxemburg



Klaus Lübbers, Ralf Sempf, Dirk Lake

PERSONNEL CHANGE IN PURCHASING/MATERIALS MANAGEMENT DIVISION

A number of positions in the Purchasing/Materials Management division have been newly filled since autumn this year.

The previous head of MEYER WERFT's Purchasing/Materials Management department, Ralf Sempf, was appointed Managing Director of MEYER NEPTUN Luxembourg with effect from 1 October 2015. Among others, the company performs cross-site strategic and operational tasks for the Purchasing departments of MEYER WERFT, NEPTUN WERFT, MEYER TURKU and the other affiliated companies.

Also on 1 October 2015, Klaus Lübbers, who has been working for the shipyard for more than ten years and was previously the head of Purchasing

Department Newbuilds, took over Ralf Sempf's previous position as the head of the Purchasing/Materials Management division.

Klaus Lübbers was also appointed member of the board responsible for purchasing and materials management.

On 1 November 2015, the position of Head of Purchasing Department Newbuilds went to Dirk Lake, who has been working for the shipyard for fifteen years, initially as a strategic purchaser and most recently as a group leader.

This means the Purchasing/Materials Management division is well equipped for the major challenges it will be facing in the future. It will be collaborating closely with the new Corporate Purchasing Department in Luxembourg and the purchasers responsible for the other shipyards to develop and implement cross-site purchasing strategies as quickly as possible.

Beate Schmitz,
Purchasing MEYER WERFT

CALENDAR OF EVENTS

FEBRUARY – AUGUST 2016

FEB

Float out Ovation of the Seas
MEYER WERFT

Mid of February | Ovation of the Seas will float out the covered building dock mid of February. The new build will be berthed at the outfitting pier of Meyer Werft.

FEB

Delivery Viking
River Cruise Ships
NEPTUN WERFT

March 1 | Six river cruise ships for Viking River Cruises, all built in Warnemünde, will be delivered to the shipping company on February, 25.

MAR

River Ems Conveyance
Ovation of the Seas
MEYER WERFT

Mid of March | River Ems Passage of Ovation of the Seas in direction to the North Sea will start mid of March 2016.

APR

Delivery Ovation of the Seas
MEYER WERFT

April 15 | Ovation of the Seas will be delivered to Royal Caribbean Cruises Ltd. (RCL).

APR

Delivery of floating
engine room unit
NEPTUN WERFT

April 18 | Neptun Werft delivered the next big block incl. main engines and machinery components to Papenburg.

JUL

Naming Ceremony
Mein Schiff 5
MEYER TURKU

July 15 | In a public event Mein Schiff 5 will be named in Lübeck-Travemünde.

SUMMER

Delivery Mein Schiff 5
MEYER TURKU

Summer 2016 | Mein Schiff 5 will be delivered to TUI Cruises (Hamburg) in summer 2016.

JUL

Maiden Voyage Mein Schiff 5
MEYER TURKU

July 16-24 | The maiden voyage of Mein Schiff 5 will start and end in Kiel. Ports of call are Tallinn, St. Petersburg, Helsinki and Stockholm.

AUG

Hanse Sail Rostock
NEPTUN WERFT

August 11-14 | Hanse Sail, a maritime and touristic Highlight at the Baltic coast will take place in Rostock.

A REASON TO CELEBRATE 10 YEARS OF "PARTNER DES JAHRES"

An event organised by MEYER WERFT that took place for the first time on 25 January 2007 in the "Forum Alte Werft" in Papenburg will be celebrating its tenth anniversary on 18 February 2016 – MEYER WERFT's "Partner des Jahres" awards.



These awards pay tribute to the partner companies that gain the best supplier ratings in the categories Shipbuilding, Machinery, Electrical Systems, Interiors and Outfitting for the cruise ships delivered. Independent of the supplier ratings, special awards are also presented every year to companies or individuals who have proven themselves to be especially deserving during the course of their collaboration with MEYER WERFT.

Even after 10 years, we know of only one other shipyard that similarly acknowledges and rewards its suppliers' achievements at a special awards ceremony – NEPTUN WERFT, who announced its first "Partner des Jahres" on 17 October 2015 at a ceremony held at the Neptun Hotel in Warnemünde. The "Partner des Jahres 2016" will be revealed on 18 February 2016 on the basis of the ratings awarded for the two new ships "Anthem

of the Seas" for Royal Caribbean International and "Norwegian Escape" for Norwegian Cruise Line. We are looking forward to celebrating this anniversary with our most important partners at another special event.

Beate Schmitz,
Purchasing MEYER WERFT



The prize winners together with the executive directors of NEPTUN WERFT and employees from the Purchasing Department.

NEPTUN WERFT: "PARTNER DES JAHRES" 2014 HONoured

For the first time NEPTUN WERFT has honoured suppliers for their outstanding services in 2014 with the award "Partner des Jahres 2014". These accolades were awarded in recognition of the immense significance of close cooperation between supplier and shipyard. The following three companies prevailed against 740 competitors: GSG – Glöde Spezial Gerüstbau GmbH, Mini-max GmbH & Co. und KG Rostock and Kaefer

Schiffsausbau GmbH NL Rostock. These companies received their awards as part of a special ceremony. The accolade "Partner des Jahres" is based on the supplier ratings regularly performed as part of NEPTUN WERFT'S supplier management.

Gunnar Pallutz,
Head of Purchasing Department
NEPTUN WERFT

PREVIEW ISSUE 02/16



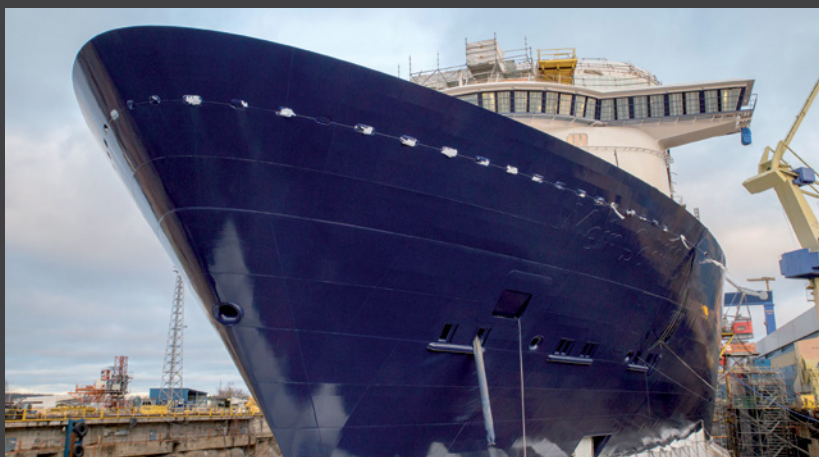
MEYER WERFT – GENTING DREAM

The Genting Dream which is under construction right now will be handed over to Dream Cruises in autumn 2016.



NEPTUN WERFT – GASTANKER NEPTUN

Anthony Veder has placed an order with Neptun Werft for the construction of a new Super 1A ice class LNG tanker. The particularly environmentally friendly tanker is scheduled for delivery by the end of 2017.



MEYER TURKU – MEIN SCHIFF 5

The Mein Schiff 5 will be delivered in summer 2016. It is the third Mein Schiff class cruise ship being built at Turku Shipyard.

IMPRINT

PUBLISHER

MEYER WERFT GmbH & Co. KG
Industriegebiet Sued
26871 Papenburg

RESPONSIBLE

Corporate Communications
Industriegebiet Sued
26871 Papenburg / GERMANY
Phone +49 4961 / 81-0
www.meyerwerft.de

TYPESETTING AND DESIGN

eskalade werbeagentur GmbH
kontakt@eskalade.de
www.eskalade.de

PHOTOGRAPHS

Jörg Düwel, Ingrid Fiebak-Kremer, Robert Fiebak,
Frank Hormann, Jens Schröder, Michael Wessels,
Christoph Wiemer, Wyker Dampfschiffs-Reederei

FOR FURTHER INFORMATION SEE

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