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Peter Wellens¹ 

Dear readers of *International Shipbuilding Progress*,

Building a zero-emission shipbuilding industry: this is one of the ambitions of the Maritime Masterplan in the Netherlands (www.maritiemmasterplan.nl), in which a number of ships will actually be equipped with zero-emission powering – with currently a strong focus on alternative fuels.

A zero-emission future requires research into and progress of many aspects. We should not lose sight of the fact that making, for instance, propulsion more efficient or reducing resistance saves energy that therefore does not have to be generated. Generating energy far from shore with floating solar or floating wind solutions does not only require these concepts to be developed, it also requires an industry of installation and maintenance. And while the yachts industry does not immediately spring to mind when considering a zero-emission future, I was very much impressed with a recently launched superyacht that can be powered by hydrogen for much of its operations. Superyachts can serve as early adopters so that developments in this context can trickle down to other categories of shipbuilding.

Fortunately, research into these topics presented to you here is contributing to the further development of the many-faceted future of the shipbuilding industry. Issue 72(1) contains the following articles:

The first article, titled *Correction to cavitation number reflecting the effect of air content in water* by Amromin discusses a correction to the cavitation number that improves the interpretation of measurements in flows where cavitation is present.

The next article is titled *Design space exploration of an innovative TLP floating wind installation vessel* and written by Flierman et al. It is about what a ship to install multiple support structures for

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floating wind in one return trip could look like when the technical feasibility and cost-effectiveness are investigated through design space exploration and parametric modelling.

Leone et al. in *Design criteria for mega-yacht helicopter decks: From analytical rule checks to advanced numerical analysis* consider the rules for structural design applied to, but not exclusive to, helicopter decks. Evaluation methods of varying complexity are compared to the rules and it was found that more complex and time-consuming methods are not necessary in many cases.

The editorial board and I hope you find this issue interesting.

All the best,

Peter Wellens

Editor-in-Chief

International Shipbuilding Progress

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