



Ship & Offshore



Schiff & Hafen

In association with



Daily News

No 3 | 5 September 2024



Time to get the crew on board

Source: Bartlett/Schiff&Hafen

Don't just invest in equipment, but people, gmec audience told

“Invest!” proclaimed Gavin Allwright, Secretary General of the International Wind Ship Association, asked to summarise his thoughts at the conclusion of yesterday’s lunchtime Gmec panel.

Now is the time not only for investment in green technologies, the panel agreed – a common theme throughout this year’s SMM show. But more unusual was the call to place crews at the centre of vessel decar-

bonisation efforts, from an industry which has traditionally viewed them as an obstacle to be overcome.

Harriet Hunnisett Johnson, head of Maritime at Signol, said that getting crew >

190 years of knowledge and experience

190 years 1834-2024



> CONTENTS

Impressions 4

Supported by shippers as key: MAN, Meyer and Hapag-Lloyd come together for retrofit 5

Simulation of sustainable ship design 7

Three questions for... 8

Autonomous surface vessel named 'Ship of the Year' 9

Hall Plan 10

Selected Schedule 11

Patented hull air lubrication system helps save 5-10% net fuel and emissions 16

Nordic Fender ties the knot with Red Rock 18

Optimarin enhances capability of its ballast water treatment systems 21

Things to do after the fair 22

motivated to assist with efficiency was pivotal in meeting the newest climate targets. “What we need to look at is, the behavioural change technique needed to actually positively engage them in being efficient. Ultimately they’re at sea for months on end – what link do they have to the [shipowner] they are doing this efficiency for?”

“In terms of a solution right now, yes, I think engaging the crew is potentially a low-hanging fruit because we don’t need all the technology to do that.”

Co-founder of suction-sail OEM bound4blue, Cristina Aleixendri Muñoz, too, explained how an engaged crew could be an asset to vessel efficiency. “On the Amasus vessel [Eems Traveller] here at the Port of Hamburg, the Captain ... has found ways to use our system we hadn’t even envisioned, even for manoeuvring.

“The crew is knowledgeable and can get the most out of it.”

In another striking departure from attitudes of previous years, Allwright suggested that de-specialisation could be the way forward for the industry, calling this “resilience... the other side of sustainability.”

“We need to have a fleet that is flexible and can be redeployed, used for multiple activities,” Allwright explained. “I think that

that is starting to sink in – that we are not just going for hyper-efficiency and today’s dollar, but we need to be resilient against stranded assets, changes in policy. There are more drivers now than just the price at the pump.”

Joining the call to action, Suraj Bhatra, technical manager of Ardmere Shipping, likewise petitioned tanker owners to invest. Newbuilds would not be delivered before 2027, he explained – making this a good time to look into retrofits, such as sails. “Most [tanker] companies are sitting on chunks of cash,” he said. “So I think this is the time to invest – if you’re not building ships, this is a time to try out new products.”

Speaking with DVV Media about how today’s paradigm had changed, Hunnisett Johnson explained that behavioural science was yielding new ways of engaging with crews. “It used to be that the primary motivating factor was serving under an authoritarian Captain. But there are far fewer seafarers now. They are much more valuable – you can no longer just sack them.” Bhatra agreed with the other panellists that crews must not be left behind. “Connect with your people,” he said. “Educate them – include them to innovate and keep going forward.”

> IMPRINT

SMM DAILY NEWS is published daily during SMM 2024 by DVV Media Group GmbH Heidenkampsweg 73-79 | D-20097 Hamburg Phone: +49 (0) 40 237 14-100 Email: info(at)dvvmedia.com

PUBLISHING DIRECTOR: Manuel Bosch

EDITOR: Kathrin Lau (resp.)

CONTRIBUTING EDITORS:

Katharina Küttemeyer, Paul Bartlett, Charlie Bartlett, Andrea Mokosch

LAYOUT: Christoph Jöns

DISTRIBUTION: Markus Kukuk

PRINT: v. Stern’sche Druckerei, Lüneburg

COPYRIGHT: DVV Media Group GmbH

WE’RE BY YOUR SIDE

Shaping a better maritime world.

MEET US AT
SMM 2024
HALL B3 BOOTH 103



LEARN MORE



Source: Mahnke/GMT

Following this year's leitmotif of transformation, the Maritime Cluster Northern Germany (MCN) presents cross-state projects and initiatives that emphasise the increasing importance of clusters. "Cross-industry networking, intensive knowledge exchange and close cooperation give a competitive advantage", said MCN managing director Jessica Wegener at yesterday's reception for ministers and senators from the five northern German federal states (from the left): Jochen Schulte, Secretary of State in the Ministry of Economic Affairs, Infrastructure, Tourism and Labour (Mecklenburg-Vorpommern), Dr Melanie Leonhard, Senator of Economics and Innovation (Hamburg), Olaf Lies, Minister of Economic Affairs, Transport, Building and Digitalization (Niedersachsen), Kristina Vogt, Senator of Economic Affairs, Ports and Transformation (Bremen), Claus Ruhe Madsen, Minister of Economic Affairs, Transport, Labour, Technology and Tourism (Schleswig-Holstein). "The strong interest of northern Germany politics in the topics of the maritime industry is clearly visible through the participation of high-ranking representatives", said MCN Chairman, Professor Bastian Gruschka.



> DAILY VIEW

Don't miss the Daily View - our team of reporters will broadcast highlights from this year's SMM in an exciting daily video.

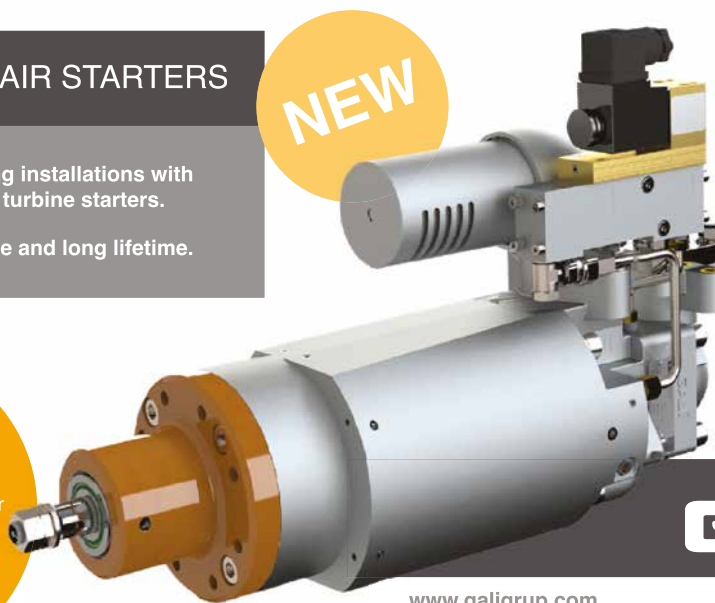
Watch it at
www.shipandoffshore.net
www.youtube.com/user/ShipOffshoreTV

LOW PRESSURE AIR STARTERS

- ✓ Easy to retrofit existing installations with problematic vane and turbine starters.
- ✓ Very easy maintenance and long lifetime.

NEW

- Lubrication free
- Max output torque 165 Nm
- Max working pressure 10 bar
- Pre-engaged two steps starting sequence

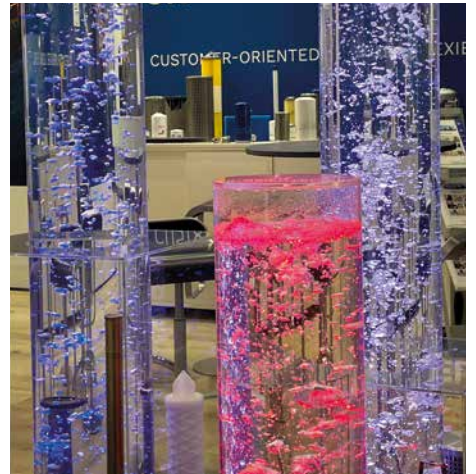


Visit us at
**SMM - hall A3
 booth no. 400.**

Maintain the well-known rotors technology from GALI

gali | Technical Solutions since 1951

www.galigrup.com



Source: Bosch/Schiff&Hafen

Supported by shippers as key: MAN, Meyer and Hapag-Lloyd come together for retrofit

Captain Silke Lehmkoester, Fleet managing director at Hapag-Lloyd, came together with MAN Energy Solutions to discuss the imminent retrofit of five vessels to burn methanol fuel, in what has become one of the biggest shipping stories of the year.

Lehmkoester outlined how the retrofits are in line with the company's recent strategy of pioneering retrofits. "We have done a lot in exchanging bulbous bows, propellers, and upgrading lashing bridges. We have invested quite a lot in our existing fleet," she said.

The projects have been spurred on by support from Hapag-Lloyd's customers, who want to be part of the solution, Lehmkoester explained. "This is a great turnaround in our society, and on the customer side."

Ship Green, a biofuel insetting programme, is seeing increasing take-up among Hapag-Lloyd's shipper customers – which is helping to finance the line's retrofit spree, she told DVV Media. "If we had to pay for the complete biofuel, there would be less money in the pot. We have more cash flow to invest in retrofits. We are very happy to see that our customers book this add-on more and more."

Meyer Group hit headlines this week after German Chancellor Olaf Scholz promised to bail out the Meyer Werft shipyard, in Papenburg. Representing one of its business divisions, Meyer Re Sales manager Henning Jongebloed discussed the complexities of life extension works on cruise ships, one of the major business areas of the company, which is now involved in the Hapag-Lloyd deal.

"Retrofit is a new business for us," he said. In cruise, "more and more technical systems



Captain Silke Lehmkoester, Henning Jongebloed, Bernd Siebert, Klaus Rasmussen

came to be installed, various sub-suppliers and sub-systems were included in these small cities sailing around. If you want to upgrade one, it is not just like changing a tank, changing a fuel pipe, or just the engine. This has to be an overall concept."

It is a tough market in which to pursue a retrofit strategy, and getting the right conditions in place has been a challenge for Hapag-Lloyd at times, explained Lehmkoester. "Our vessels are there to transport cargo first, so we really have to make sure we don't take out the vessel at an inconvenient time – matching the retrofit with an in-water survey or drydocking. With the disruption in the past years, on-time delivery is sometimes not as easy as it used to be."

Finding space at historically full shipyards has also been difficult. "We are not the

only company that is looking into retrofits ... slots are not easy to get."

"Collaboration is key," added MAN's Bernd Siebert, head of Retrofit and Upgrades at MAN Priveserv Germany. "There are so many pieces of the puzzle – the owners, the charterers, the classification society, the engine manufacturers – needing to be combined, to contribute and collaborate together to overcome hiccups.

"And there will be hiccups, I'm pretty sure, because methanol and future fuels are challenging. But together with fuel suppliers, engine manufacturers, customers, I'm pretty sure we will overcome this."

MAN Energy Solutions at SMM:
Hall A3 / Stand 301

Source: Bartlett/Schiff&Hafen

thinking about
FUEL SAVINGS?



Source: Bartlett/Schiff&Hafen



Ayten Yavuz (in the middle), Chevron’s general manager of Marine Lubricants, revealed how the division’s technology teams are closely focused on the development of a new range of lubricants designed for a multi-fuel future. Together with her colleagues, the conversation moved on to address new relationships within the group, reflecting shipping’s accelerating decarbonisation journey. One such example was the cooperation between the Product Development and Supply and Trading teams and those working in Chevron New Energies and the Chevron Renewable Energy Group. On another front, the power of the wind is becoming a key focus with around 50 ship installations so far. The challenge, however, would be to bring wind-assisted power to as many as 40,000 existing vessels. It was agreed that, so far, wind power may well be best suited to long-haul dry bulk trades.

9M
8
6
4
2

becker

marine systems

OPTIMISING HYDRODYNAMIC PERFORMANCE

8M
8
6
4
2

7M
8
6
4
2
6M

MANOEUVRING SYSTEMS

ENERGY-SAVING DEVICES

SERVICE & CONVERSION

Booth A1.223

Picture © Holzerick

becker-marine-systems.com

"Meet the Press" Lunch at SMM 2024

Every show day, the editors of Schiff&Hafen | Ship&Offshore will be available between 12:30 and 13:30pm for talks and discussions at the DVV Media booth Hall A1 / Stand 529. Cold drinks and finger food will be served.

Schiff&Hafen

Ship&Offshore

Simulation of sustainable ship design

China Merchants Group subsidiary, Deltamarin, is now using advanced digital techniques to simulate the performance of sustainable ship designs and retrofits to existing vessels. With this new technique, the Helsinki-based ship design firm can assess the relative environmental performance of their designs in relation to new green regulations, including the EU Emissions Trading System and FuelEU Maritime, due to enter force in less than four months' time.

Mia Elg, R&D manager, explained: "Developing rules and carbon pricing mechanisms brings a new level of uncertainty to making ship investment decisions, and ships designed today must demonstrate that they are able to reach net-zero or close," she said. "When designing a new ship or making a conversion plan, the ship should be simulated as far as possible in its real operational route, while taking into account future sce-



Esa Jokoinen and Mia Elg Source: Deltamarin

narios, to reduce this uncertainty and ensure the vessel is future-proof." The company has therefore developed sophisticated models and optimisation tools to simulate energy efficiency and environmental performance. It has identified predictive calculations to assess the performance of new designs and retrofits to existing ships in relation to the two carbon-related measures (above) in Europe, as well as IMO metrics including the carbon inten-

sity indicator (CII), the energy efficiency existing ship index (EEXI), and the energy efficiency design index (EEDI).

Other metrics taken into account by the company's specialist naval architects and engineers are total energy consumption, total annual well-to-wake carbon dioxide emissions, annual carbon intensity and compliance balance with FuelEU, the company said. "Our digital design is intended to support our conceptual design process, or retrofit design process," Elg continued, "by supporting the design selection with analysis of the ship energies and emissions to air derived from fuel consumption." She added that initiating decarbonisation during the design stage gives a technical advantage to a ship, in terms of energy efficiency optimisation and being able to accurately predict accurately lifecycle emissions impact.

Deltamarin at SMM: Hall B1 / Stand 201

Hapag-Lloyd tests Inmarsat's NexusWave

Hamburg-based container liner, Hapag-Lloyd, will be one of the first shipping companies to try out the communications system, NexusWave, developed by Inmarsat, a Viasat company. The system is described as an unparalleled global service which brings together a multi-orbit, multi-band set of connectivity networks as a single network solution.

NexusWave provides 'office-like' and 'home-like' setups that are always connected. Users therefore need not worry about usage, quotas, or speeds. With full transparency on the total cost of ownership, NexusWave also offers an upgrade path to the ViaSat3 network.

A series of owner-operator trials are now being undertaken to verify the way reliable high-speed internet connections allow critical enterprise/IT functions to migrate to the cloud, instead of maintaining them on vessels. Shipboard personnel can then work in parallel with shore-based colleagues. Meanwhile, ships' crews will have access to IT services that were previously only available ashore.

Hapag-Lloyd's senior director, IT-Network & Operations, Patrick Briest, said: "With NexusWave, our vessels can transform into floating offices, seamlessly integrated with onshore and cloud-based IT systems. This advancement in connectivity will allow us to further streamline op-

erations through cloud-based solutions, achieving significant cost savings and enhancing crew IT services to match on-shore experiences."

Inmarsat Maritime's VP Sales, Gert-Jan Panken, said that the improved connectivity would provide the company's customers with a seamless, secure and robust communication environment that transforms maritime operations. "We are committed to continuing to provide solutions that not only meet but exceed the expectations and needs of our valued customers like

Hapag-Lloyd, ensuring their operations are efficient and future-ready," he declared.

An advertisement with a red background. On the left, the text "talking about" is in white, and "FUEL SAVINGS." is in large, bold, white capital letters. On the right, the MMG logo is displayed in yellow and white, with "Mecklenburger Metallguss" written below it in white.

FIorenzo SPADONI

Marine North Europe
Region Senior Director,
RINA



Source: Lau/Schiff&Hafen

What do you consider the biggest challenges for the maritime industry and what does RINA do in order to tackle them?

The maritime industry faces numerous challenges, with sustainability, digitalisation, autonomous shipping, safety, and human capital being the most pressing. Among these, the need to reduce greenhouse gas emissions and comply with stringent environmental regulations stands out as critical. The industry is still exploring various pathways to achieve net-zero emissions, with no single solution identified as definitive. Classification societies like RINA are crucial in facilitating this exploration by enabling the adoption of innovative systems and technologies on board vessels. Initiatives like the EU Emissions Trading System (ETS) will increasingly favour ships built or retrofitted to higher sustainability standards, driving growth in the refit and newbuilding sectors.

Digitalisation is transforming the maritime industry, enhancing efficiency, safety, and operational performance. RINA is at the forefront of this shift, employing a digital-first approach to regulatory compliance, as demonstrated by its Leonarda Emissions suite, which aids in adhering to EU ETS requirements. Moreover, the rise of AI and other digital technologies is revolutionising vessel management, with tools like RINA's Sertica providing comprehensive solutions for maintenance, procurement, and performance management, ensuring compliance and operational excellence.

Autonomous and smart shipping, though still in its infancy, promises to profoundly change the industry. RINA, in collaboration with insurance companies and other stakeholders, is leading efforts to establish a robust framework for autonomous vessels that prioritises safety, cyber security, and accountability. As the industry moves toward greater automation, classification societies are instrumental in ensuring that safety standards are met and new technologies are seamlessly integrated.

Safety and risk management remain at the core of RINA's mission, particularly as the maritime industry undergoes significant transformation. RINA develops and enforces rigorous safety standards, utilising advanced risk assessment techniques like HAZID and HAZOP to navigate the uncharted waters of new technologies and regulatory environments. Additionally, the industry faces a growing challenge in attracting and retaining qualified personnel, necessitating improved training and the creation of new career paths that appeal to younger generations.

RINA tackles these challenges through a multi-faceted approach, positioning itself as an enabler of innovation rather than a bureaucratic hurdle. By providing expertise in sustainability, digital solutions, autonomous shipping, and safety, RINA supports the maritime industry in its pursuit of a sustainable and efficient future, ensuring that the transition to cleaner technologies and smarter operations is both safe and economically viable.

RINA at SMM: Hall B4 / Stand 310

Three questions for...

Why is it important to take part in SMM, what do you expect from this year's world's leading maritime trade fair?

The SMM trade fair is a significant event as it unites industry leaders, innovators, and stakeholders from across the globe. It provides an important platform to present the latest solutions and engage directly with clients and partners. Participating in SMM keeps us at the forefront of industry trends, enabling knowledge sharing and collaboration on innovations that propel the maritime sector forward.

What will visitors find at the RINA booth?

Visitors to our SMM stand can expect to experience genuine expertise. Our presence is robust, featuring not only top management but also skilled Plan Approval experts and specialists across various maritime sectors, with a strong focus on digitalisation and decarbonisation. Key attractions include interactive demonstrations of our digital tools for ship operations, presentations on the latest sustainability advancements, and personalised consultations with our experts. Attendees will have the chance to explore our full range of services—from certification and classification to advisory and training—all designed to help the maritime industry tackle future challenges.



Reach Remote is the first of a pair of unmanned surface vessels for underwater survey projects

Source: Kongsberg

Autonomous surface vessel named ‘Ship of the Year’

The unmanned survey vessel, *Reach Remote 1*, received the Skipsrevven Ship of the Year 2024 award at SMM earlier this week. The 24m-long vessel, packed full with Kongsberg technology, is the first of a pair of unmanned surface vessels that will be deployed on underwater survey projects off the coast of Hauge-sund in southern Norway.

Kongsberg was retained as prime contractor with responsibility for the vessel’s design. However, a range of other technol-

ogy firms have also been involved in the project, including Reach Subsea, Trosvik Maritime AS, Massterly, DNV, Kystdesign, and the Norwegian Maritime Authority.

Jostein Alendal, Reach Subsea CEO, said: “To revolutionise an industry, you need to innovate. To innovate you need people within the organisation and partners alongside you who can think big, think differently, and overcome the challenges that arise along the way. The Reach Remote project is a powerful testament to this, and I am im-

mensely proud to see that what were once bold ideas are now coming to life.

“We are committed to seeing this through to full operation. Winning the Ship of the Year award is a tremendous boost and a great source of motivation for our teams. We look forward to continuing the great cooperation established with Kongsberg and Massterly as we scale up Reach Remote vessels in the future,” he added.

Kongsberg at SMM:
Hall B6 / Stand 104

we care about

FUEL SAVINGS!

SMM'24 > Hall A3, Stand 308



MMG
Mecklenburger Metallguss



simulation power prediction highest accuracy retrofit noise reduction efficiency redesign manufacturing quality decarbonisation silent propulsion quick assembly highest accuracy technical care perfection customised solutions



QUALITY MEDIA FOR MARITIME EXPERTS

www.shipandoffshore.net


Schiff & Hafen
Ship & Offshore
New Ships



THURSDAY, SEPTEMBER 5TH

- | | | |
|--|---|---|
| <p>10:30 Adoption of green fuels on passenger ships - retrofits and new builds
Danish Export Association
<i>Cruise & Ferry Stage / Hall B5</i></p> <p>10:30 CIMAC Circle: Is inadequate data exchange preventing efficiency gains?
VDMA P2X4A
<i>Green Stage / Hall A4</i></p> <p>10:40 MS&D Keynote
<i>Digital & Security Stage / Hall B6</i></p> <p>11:00 Offshore Dialogue - Session I: Offshore Energy
GMT
<i>Open Stage / Speaker Slot / Hall B2</i></p> <p>11:30 Charting a greener course: Decarbonizing ferries
Sea Consult H.A.M. GmbH
<i>Cruise & Ferry Stage / Hall B5</i></p> <p>11:40 Biosecurity – tanker owners’ insight on international and regional requirements „International Association of Independent Tanker Owners
INTERTANKO
<i>Green Stage / Hall A4</i></p> <p>12:00 Opportunities for EU support: Horizon Europe, Innovation Fund and Connecting Europe Facility
European Commission
<i>Stand 203 / Hall A3</i></p> | <p>12:10 Cyber Resilience
Lloyd’s Register
<i>Digital & Security Stage / Hall B6</i></p> <p>12:50 The AI CENTER Lightning Talks at SMM Hamburg
AI Hamburg
<i>Digital & Security Stage / Hall B6</i></p> <p>14:00 Heading towards autonomous navigation: advanced assistance systems to address crew shortages
Anschütz GmbH
<i>Stand 304 / Hall B6</i></p> <p>14:00 Green Fuels for the Maritime Sector– Integrating Vessel Demands in the Future Fuel Supply Chain
Maritimes Cluster
Norddeutschland e.V. & Cluster
<i>Green Stage / Hall A4</i></p> <p>14:00 Offshore Dialogue - Session II: Offshore Resilience
GMT
<i>Open Stage / Speaker Slot / Hall B2</i></p> <p>14:15 „Employer and Industry Branding: What can we do to make the shipping and shipbuilding industry more attractive for the younger generation”
thilles consulting GmbH
<i>Cruise & Ferry Stage / Hall B5</i></p> | <p>15:10 Why Maritime Needs New Nuclear
CORE POWER (UK) Ltd.
<i>Green Stage / Hall A4</i></p> <p>15:10 AI for the Oceans Award: Award Ceremony and Presentation of the 3 Finalists
AI Hamburg
<i>Open Stage / Hall B2</i></p> <p>15:30 MS&D: Maritime Innovation Challenge
<i>Digital & Security Stage / Hall B6</i></p> <p>15:30 Designing ships - An annual update 2024
ArtLink
<i>Cruise & Ferry Stage / Hall B5</i></p> <p>16:00 Blaue Stunde
GMT + MCM
<i>Stand 145+154 / Hall B6</i></p> <p>16:10 „Decarbonising the fleet: the importance of the repair and retrofitting business – current projects and prospects”
DVV Media Group
<i>Green Stage / Hall A4</i></p> <p>17:30 Wine o’clock
SMM experience – Network with other participants
<i>Digital & Security Stage / Hall B6
Cruise & Ferry Stage / Hall B5
Green Stage / Hall A4
Open Stage / Hall B2</i></p> |
|--|---|---|

RETROFIT RESEARCH PROGRAMME:

Reduce your emissions with a range of retrofit solutions from engines to wind-assisted propulsion

Explore options to decarbonise your
fleet at **SMM, Hall B2, Booth No. 198**

Lloyd's Register and variants of it are trading names of Lloyd's Register Group Limited, its subsidiaries and affiliates.

Copyright © Lloyd's Register Group Limited, 2024. A member of the Lloyd's Register group



LR

Book a meeting



Source: Bartlett/Schiff&Hafen



Becker Marine Systems reports increasing interest in its unique retractable ‘daggerboard’ system, designed to be installed alongside wind propulsion systems to prevent lateral drift in vessels. Managing director Henning Kuhlmann told DVV Media: “On a sailing vessel, if you set your sail without a daggerboard, there’s no way you can control it. Of course, a cargo vessel is somewhat different. It’s much heavier, has a different shape – but the challenge is there too.”

Asked why providers of sails do not often seem to discuss vessel geometry below the waterline, Kuhlmann responded: “I think the thinking is different. We think propulsion, we think manoeuvring, we think ship; they think ‘energy saving’.

Becker is renowned for its aft-flow devices, which include efficiency favourites, the twisted fin and Mewis Duct. Becker is exhibiting in Hall A1 at Stand 225.



SMM 2024

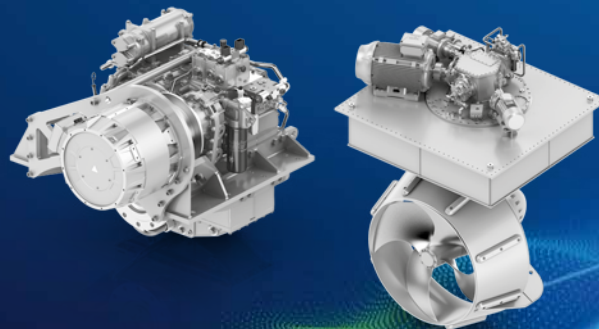
Visit ABS at Booth B3.EG.200

www.eagle.org/SMM24



Next Generation Propulsion

With its Next Generation Propulsion Portfolio, ZF sets new standards and offers clean and sustainable propulsion systems as well as intelligent connectivity solutions. For more information visit ZF.com/marine.



Visit ZF at hall A3, booth 219

Wiska introduces LED lighting and surveillance products

Wiska Hoppman GmbH, based in Kaltenkirchen, Schleswig-Holstein, is exhibiting its range of lighting, electrical installation material and video surveillance products at this year's SMM.

With its 4010 and 2010 LED multi-purpose luminaires, Wiska offers compact and flexible products with a long LED lifetime and material advantages for sustainable installation for technical outdoor lighting. They are complemented by the new LED floodlight 5010, a product in addition to the LED floodlight 5000 with High-Lumen-Output, 1 x 220W or 2 x 200W and separate ballast unit. The new Wiska LED searchlight extends the octagonal design series and can be used as a searchlight or floodlight with 2 x 18,000 lm and IP 66/68, in endless rotation, with stepless speed and morse function. The Wiska HNA installation material made of brass were the first Wiska prod-



Strong demand: Wiska's LED lighting range

ucts the company built. A few years later, the first plastic products were added, especially for the non-maritime market. Wiska now offers a high-quality, sea-

water-resistant plastic alternative for the classic maritime brassware – lead-free and even in protection class IP66/67. The Combi® Maritim 304 system consists of a junction box, rotary switch and LED light – manufactured from polypropylene and TPE in twin-shot injection molding in Kaltenkirchen, supplied in black and with Wiska cable glands ESKV (junction box and rotary switch). The company is also showcasing its Varitain® reefer container sockets and cable entries at SMM 2024.

The lighting and installation ranges are rounded off by Wiska CCTV video surveillance: the current CS-S camera series with its 360° pan/tilt unit or as a fixed camera housing offers 512x zoom at 4-megapixel resolutions in operating temperatures between -30°C and +55°C.

Wiska Hoppmann GmbH at SMM:
Hall B6 / Stand 212

SOGAV Valve Family



IGF-code zone "0" compliant



Visit us at SMM
Sept 3-6, 2024
Hall 4, Booth 407

P2X SYSTEM SOLUTIONS

FOR A CLEANER, DECARBONIZED WORLD





SCHALLER 
AUTOMATION
OUR PASSION. YOUR SAFETY.
- since 1956 -

Experience all of our products live with the Apple Vision Pro.

YOU WILL BE IMPRESSED ... ON BOOTH 206, HALL A3

www.schaller-automation.com

Patented hull air lubrication system helps save 5-10% net fuel and emissions

Silverstream Technologies is a clean technology company specialising in hull air lubrication.

The London-based company is demonstrating its patented Silverstream® system, which shears air from air release units (ARUs) in the hull to create a uniform carpet of microbubbles that coats the full flat bottom of a vessel. This helps reduce frictional drag between the hull and the water, thereby generating 5-10% net fuel and emissions savings. It is suit-



Technology for retrofits and newbuilds

Source: Bosch/Schiff&Hafen

able for both retrofits and newbuilds. Silverstream has an order book of over 200 vessels, with 79+ systems installed today across all segments for clients including MSC, Shell, Carnival, Grimaldi, Maersk and Knutsen. In addition to its offices in London and Shanghai, the company has recently opened a Global Operations Centre in Southampton.

Silverstream Technologies at SMM:
Hall A1 / Stand 413

Wärtsilä scrubber upgrades for Color Line ferries

Norwegian ferry operator, Color Line, is to upgrade exhaust gas treatment systems on board four RoPax vessels with the addition of Wärtsilä closed-looped systems. The extra functionality will enable the scrubbers to operate at maximum efficiency in the most environmentally sustainable way, the technology group said.

The upgrades, which will start later this year, will be carried out on two large RoPax ferries and two high-speed RoPax units. The vessels are currently deployed on routes between Norway and Denmark, and Norway and Germany. Wärtsilä's hybrid scrubbers, which use the

latest exhaust cleaning technology, minimise emissions of sulphur oxid thereby enabling ships to comply with emission control regulations around the world. The Wärtsilä system, in either open or closed loop mode, uses sea water to remove up to 98% of SOx emissions, as well as significant emission reductions of NOx and particulate matter. Per Erik Olsen, Color Line Marine EVP, said: "This scrubber upgrade supports our focus on minimising the environmental impact of our operations. Switching to Wärtsilä's system will not only ensure our continued compliance with existing rules and regulations, but will also future-proof our vessels against future requirements."

Wärtsilä Marine's director of sales, Exhaust Treatment, Kashif Javaid, commented: "Through adopting a modular approach, continuous research and development, as well as prioritising innovation, we are fully committed to developing abatement solutions which support the industry in its goals for reducing its emissions footprint. We have worked closely with Color Line in the past and are pleased to continue to support them with ensuring their assets operate safely, efficiently and sustainably."

Wärtsilä at SMM:
Hall B6 / Stand 433



Setting the standard for navigation.

- Gyrocompasses and fuel-saving autopilots
- Radar & ECDIS for advanced applications
- Integrated Bridge Systems
- Autonomous navigation systems

Join the presentation: Wed & Thu at 2 p.m.

Meet us at SMM
Hall B6
Booth 304



Capturing carbon on berth and at sea

Drawing on its experience as a ballast water treatment systems (BWTS) manufacturer, Erma First has turned its attention to supporting maritime decarbonisation efforts by launching systems that directly target enhanced vessel efficiency and sustainability. At SMM, the company is presenting Blue Connect, an alternative maritime power application that covers a vessel's energy demands at berth, enabling it to shut down its auxiliary engines to cut emissions, vibrations, and noise. It also enables true net-zero emissions if the electricity on shore is generated from renewable energy.

Another of the company's products, Flexcap, builds on the proven capabilities of boss-cap fins to optimise ship efficiency and sustainability. By enabling fins to catch and absorb the rotating water force,



Source: Erma First

Generating more thrust

it weakens the propeller hub vortex, reduces torque, and allows more energy to be channelled back into the propulsion drive train as thrust, cutting vessel emissions by up to 5%.

Erma First's latest innovation, Carbon Fit, is a carbon capture application being developed in two versions to cut vessel emissions by 15-30%. The larger system is aimed at deep-sea ships and uses established technology to absorb carbon dioxide from flue gas and store it in a liquid state, thus reducing volume, which is crucial for longer voyages. Designed for shortsea vessels, the simpler version uses an inorganic alkali agent to capture CO₂ from flue gas in a specially designed reactor, with the resultant slurry then dehydrated and stored on board until disposal at authorised facilities.

The company recently launched Erma First Flow, a filterless system for new-builds and large ships, and introduced a new platform that helps customers find the right spare parts for their BWTS.

Erma First at SMM: Hall A1 / Stand 218



Marine and Offshore Doors – Made in Germany
Established in 1919

PODSZUCK®

Nordic Fender ties the knot with Red Rock

Marine fender firm, Nordic Fender, a crane and davit engineering company, Red Rock, have announced a strategic partnership to provide customers with an integrated service, enhancing safety and efficiency. Fender davits offer better control over the raising and lowering of fenders, the partners said, ensuring a smoother process and reducing the risk of mistakes.

Åsmund Lilleaas, Nordic Fender CEO, said: “By using fender davits, we can reduce the number of crew members needed to handle the fenders, which can lead to lower labour costs and better resource utilisation. By offer-



Source: Nordic Fender

Integrated service

ing Red Rock’s davit systems alongside our own fenders, we can now provide a complete

solution that improves both operational efficiency and overall safety for our customers.” Red Rock CEO, Thomas Holte, added: “The partnership with Nordic Fender allows us to reach a new customer base with a product type that we have extensive experience with and that complements our existing production. Together with Nordic Fender, we will deliver fender davits that not only improve operational efficiency and safety but also provide shipyards and operators with a complete package. We have great confidence in this collaboration.”

Nordic Fender at SMM:
Hall B2 / Stand 102

Schaller sensors essential to maximise uptime

Schaller Automation, a specialist in the field of safety systems for large combustion engines in maritime and industrial applications, is demonstrating CobMOS® at this year’s SMM. CobMOS® is an advanced edge gateway specifically developed for sensor tools for engine monitoring, particularly the crankcase.

CobMOS® integrates data from all Schaller sensors, such as Accomos, Bearomos, Gasmos, as well as Visatron® VN2020 and Visatron® VN301plus, allowing for their analysis via standardised interfaces like CANopen, Modbus RTU (RS485), or MQTT (Ethernet). Its Ethernet connectivity enables



Source: Bosch/Schiff&Hafen

Sensor data is now stored

seamless integration into local networks on board and onshore, allowing sensor data to be visualised on any device through a user-friendly web interface. A standout feature of CobMOS® is its data logger functionality, which allows sensor data to be stored on an SD card for up to three years and records threshold exceedances in separate log files. These capabilities significantly enhance intelligent analysis and condition monitoring, which are essential for modern shipping.

Schaller Automation Industrielle Automationstechnik GmbH & Co KG at SMM:
Hall A3 / Stand 206

**Visit us at SMM in
Hall A1, Stand 529**

Take your chance to win one of our exciting prizes!
www.shipandoffshore.net/smm-visit



New app enables seamless digital stock management onsite

Founded in 1997 and of Norwegian heritage, BASSnet is a global provider of ERP maritime services for shipowners and managers, operators of rigs and floating productions, storage and offloading vessels (FPSOs), as well as offshore units.

The company has enhanced its BASSnet Fleet Management Systems with powerful new features for greater control, flexibility and efficient fleet operations. At SMM, the fully revamped BASSnet Inventory App can be experienced first hand. The app is



Source: BASSnet

BASSnet has enhanced its BASSnet Fleet Management System

designed to enable seamless digital stock management onsite, allowing users to view

and update inventory details swiftly and accurately, all from their mobile devices.

Additionally, the company has upgraded its portfolio with the BASSnet Business Intelligence (BI) dashboard. This tool provides more analytics dashboards for deep and valuable insights covering the major maritime areas.

For effective audits, inspections and findings reporting, BASSnet has also improved its BASSnet Safety & Quality App.

BASSnet at SMM: Hall B6 / Stand 532

LR to acquire Ocean Technologies Group

Lloyd's Register (LR) has concluded an agreement with private equity firm, Oakley Capital, to acquire Ocean Technologies Group (OTG), a company that provides training, compliance, operational and human resource software to more than a thousand shipowners and operators, and over a million seafarers.

The acquisition of OTG is an important step in LR's drive to become a leader in the provision of digital services in shipping, and will enable the classification society to offer OTG systems across a combined fleet of more than 30,000 ships.

The strategic move comes at a key moment in the maritime industry's accelerating decarbonisation journey. The International Maritime Organization (IMO) revised its Greenhouse Gas (GHG) Strategy last year to include a common ambition to reach net-zero greenhouse gas emissions for ships by or around 2050.

It also adopted a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030. A report commissioned by the Maritime Just Transition Taskforce revealed that an estimated 800,000 seafarers will need to be trained on ship operation with alternative

fuels and new engines by the mid 2030s. Nick Brown, LR Chief Executive, commented: "This is a really transformative acquisition for LR and our clients and reinforces our focus on maritime ... The purchase of OneOcean in 2022 gave us the digital capability to support and optimise the safe and compliant operations of vessels and now with the acquisition of OTG we will be able to provide a strategic approach to attracting, developing, managing and retaining maritime professionals at sea and ashore."

Lloyd's Register at SMM:
Hall B2 / Stand 198

REMONTOWA
SHIPREPAIR YARD

MEMBER OF
REMONTOWA
HOLDING S.A.

VISIT US AT
B4.EG STAND 217

Shipyards poised to adopt designs without a stern tube

Canada's Thordon Bearings has launched the Thordon-Blue Ocean Stern Space (T-BOSS), a new design of a propeller shaft for ships without a stern tube. Proposed by the Blue Ocean Alliance, comprising ABS, Thordon Bearings, Wärtsilä, SDARI, and the National Technical University of Athens (NTUA), the 'sterntubeless' ship has a range of potential benefits, cutting operating and maintenance costs, lowering wear rates, and potentially increasing cargo carrying capacity.

The company has already submitted quotes for T-BOSS to major shipbuilders in China and South Korea. An order for the first T-BOSS ship design, possibly for a container ship or gas carrier, is thought to be close. Craig Carter, Thordon's Business Development vice president, commented: "Yards have been quick to see the commercial, operational and environmental advantages of a sterntubeless ship, compared to a design with a traditional oil-

lubricated shaft line. We have been asked to submit quotes for a number of new-builds and anticipate orders soon."

Anthony Hamilton, Thordon's technical director, explained: "T-BOSS has been designed as a sterntubeless ship solution which will replace the traditional stern tube system with a dry chamber, that will allow for the full range of inspection and maintenance activities for a seawater-lubricated single bearing and seal arrangement. These activities can be done while the vessel is afloat, thus avoiding the need for shaft withdrawal or drydocking. This has never before been possible.

"By creating an opening in the engine room bulkhead, adjusting stiffeners, shortening the intermediate shaft (allowing the main engine to be moved further aft), eliminating the stern tube, forward stern tube bearing and aft seal and installing the T-BOSS solution, shipbuilders can take advantage of reductions in material and labour costs, while ship operators benefit from signifi-

cant operating expense savings. It is the most significant ship design intervention in more than a century."

Dr. Chen Kang, a naval architect at the Shanghai Merchant Ship Design and Research Institute (SDARI), commented: "Since 2022 when ABS granted Approval in Principle (AiP) for our sterntubeless container ship, there has been considerable market interest in the concept. We cannot underplay the importance of this concept in the maritime industry's goal of reducing emissions. It offers naval architects, builders and ship managers greater freedom and flexibility for optimising energy efficiency."

In June this year, ABS published guidelines for the Requirements for Sterntubeless Vessels with Water-Lubricated Bearings and introduced the ABS STBless-W Notation.

Thordon Bearings Inc. at SMM:
Hall A4 / Stand 123



EPM-Peak

EPM-XP

EPM-XP^{plus}

EPM-XP^{plus-vibro}

EPM Next Generation
4 different EPM types - only one device

- simple online upgrade from peak pressure indicator EPM-Peak up to engine analyser EPM-XP^{plus-vibro} via web
- one EPM visualisation software
- online software and firmware updates
- two additional function keys for an easier menu handling
- a larger and more comprehensive display




- automatic Pcomp and IPOWER calculation without TDC sensor
- professional visualisation software for optimising engine operation
- direct data transfer to IPE - IMES Performance Evaluation software
- more than 20 hours battery capacity



www.imes.de

Optimarin enhances capability of its ballast water treatment systems

The Norwegian manufacturer Optimarin has further enhanced the capability of its ballast water treatment system (BWTS) with advanced UV technology.

The company's experts inform visitors at SMM about the future of ballast water treatment. The technology lift, which follows the Norwegian player's acquisition of Hyde Marine from De Nora Marine Technologies earlier this year, marks the latest evolution of Optimarin's high-specification BWTS after a series of innovative upgrades since the first system was delivered in 2000. "Having a properly maintained and well-functioning BWTS installed on board has become a vital prerequisite for efficient compliance to keep ships running amid tightening regulation," said Optimarin CEO Tore Svanheld. Optimarin has taken over service and support responsibility for some 600 systems



The Optimarin ballast water treatment system is on display in Hamburg

Source: Optimarin

with former customers of Hyde Marine, in addition to its own installed base of 1,400 systems, to demonstrate the company's long-term commitment to the BWTS market.

"This expansion of the core business is part of our strategic growth ambitions that also

entail diversification of our product portfolio to include oily water separators and sewage treatment plants," said Svanheld.

Optimarin at SMM:
Hall B7 / Stand 308

YOUR EXPERT IN MARINE TECHNOLOGY AND SERVICE

Sophisticated designs, complete solutions and specialized services are goals that we at PALFINGER live and breathe every day. With these ambitions, we have become a trusted technology and service expert in the maritime and offshore industry.

Join us at this year's SMM to discover our latest product innovations. We are excited to showcase our redesigned **PK 25.001 M foldable knuckle boom crane** and officially launch our brand-new **PFM 2100 heavy-duty foldable knuckle boom crane** as well as **totally enclosed lifeboat (TELB)** series.

Experience our cutting-edge innovations firsthand at the SMM at our stand 422 in hall A1!

PALFINGER

PALFINGER

[PALFINGERMARINE.COM](https://www.palfingermarine.com)



Elbe beach at Övelgönne in the west of Hamburg

Source: Mediaserver Hamburg/Andreas Vallbracht

Alster or Elbe, the main thing is water

HSV or St. Pauli, Holsten beer or Astra, Kiez or classic – Hamburg is full of contrasts. Especially when it comes to the two rivers that shape its face. „Alster or Elbe?“ is a question of faith among us Hamburgers, and literally everyone has their own answer. But whichever way the pendulum swings, we love all the water in the city! Whether it’s the Alster or the Elbe, the main thing is that we see a lot of blue when we go for a walk.

The rough Elbe, with its tireless port, has always been the domain of the working class – even if many offices and luxury apartments with stunning architecture have now settled along its banks. Huge container ships from China or returning cruise liners from around the world can be seen making their way to the constant hum of cranes.

There are many favourite spots along its banks, of which Brücke 10 is certainly one: one of Hamburg’s best fish rolls, what more can you say? Go there, watch the ships go by, add a cold beer – that’s a little bit of Hamburg happiness.

Or head to one of the city’s classic beach clubs: Strandpauli, just behind the Landungsbrücken, or the Strandperle, a little cottage in Oevelgönne (both places get pretty full in good weather, so get there early to find a seat). Another local cult is Frau Hedi, a floating club that sails across the Elbe. A bar, various DJs and bands set sail every hour. You can dance to live music and cool drinks while enjoying the panoramic view.

While the port denies the Elbe a moment’s peace, the Alster creates Hamburg’s idyllic centre.

On the western bank of the Outer Alster begins the Hamburg of white villas, white boats and white swans. The “right side of the Alster” is home to many of the city’s millionaires. On a sunny afternoon, you can see them in the clubhouses of the time-honoured rowing clubs, or out on the water in their sailing boats.

In the AlsterCliff café, you can see typical residents having breakfast – those who, if there was anything they would rather be than being from Hamburg, would choose to be British. While this cliché may be true in essence, the truth is fortunately more complex. As an urban recreational area and Hamburg’s most popular jogging route, the Alster belongs to everyone. It’s a place to see and be seen. So don’t turn up in your grandfather’s track-suit bottoms!



Stand-up paddling on the Alster canal



Outer Alster pier with sailing boats

Source: Mediaserver Hamburg/Jörg Modrow

Another way to explore the Alster and its adjacent canals is by boat. There are a number of boat hire companies, but none is as strategically located for getting a glimpse of Winterhude's water life as "Bootsvermietung Dornheim", which hires out a variety of boats, from Alster canoes to pedal boats to an original Venetian gondola.

Don't forget to stop at Café Canale on the Mühlenkamp canal, where coffee and homemade cakes are served directly to the boat (the house's tray bake has cult status!). For the more energetic, try a stand-up paddle board and glide across the water standing up. Rentals and courses are available from SUP Club Hamburg, SUP Alster or Alster SURFER.

A more convenient option is to take one of the Alster water taxis, which run hourly from Jungfernstieg and other stops – you just have to decide whether you want to get off at each stop or take a tour of the canals. Whichever mode of transport you choose, be kind to the swans – it has been illegal to insult an Alster swan since 1664 ...

› BEAUTY SPOTS BY THE WATER

Brücke 10, St. Pauli Landungsbrücke 10, 20359 Hamburg
bruecke10.com

Strandpauli, St. Pauli Hafenstraße 89, 20359 Hamburg
strandpauli.de

Strandperle, Oevelgönne 60, 22605 Hamburg
strandperle-hamburg.de

Frau Hedis Tanzkaffee, St. Pauli Landungsbrücke 10, 20359 Hamburg
frahedi.de

AlsterCliff, Fährdamm 13, 20148 Hamburg
alster-cliff.de

Bootsvermietung Dornheim, Kaemmererufer 25, 22303 Hamburg
bootsvermietung-dornheim.de

Café Canale, Poelchaukamp 7, 22301 Hamburg
cafecanale.de

SUP CLUB, Isekai 1, 20249 Hamburg
supclubhamburg.de

SUP Alster, Barca Steg / An der Alster 67a, 20099 Hamburg
sup-alster.de

Alster SURFER, Armgartstraße 7, 22089 Hamburg
alster-surfer.com

Alster water taxis departing hourly from Jungfernstieg, Atlantic Hotel, Mühlenkamp, Krugkoppelbrücke and other locations
alstertouristik.de

First real live presentation of IPS 40

VOLVO PENTA

From power to superpower

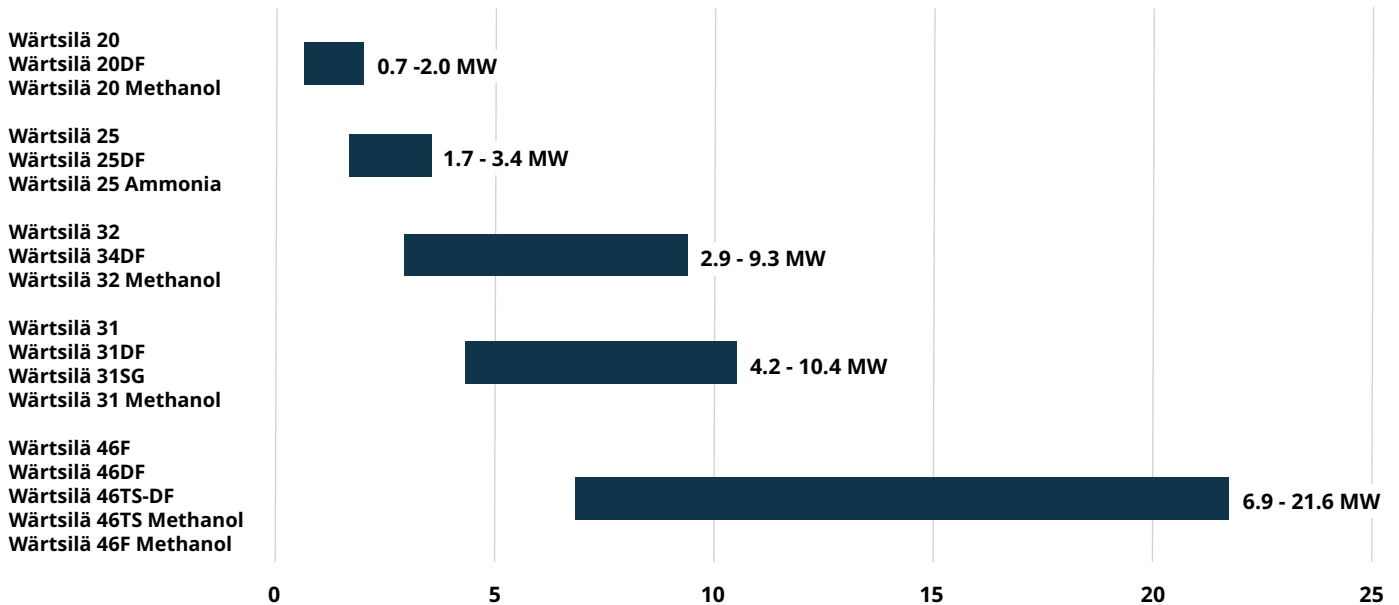
Introducing the all-new Volvo Penta IPS Experience





Flexible future proof power for marine applications

| Your partner in navigating decarbonisation with confidence



Scan to discover more