



DAILY NEWSWIRE

by **HANSA**

"Shipping is a people's business"

On Tuesday evening, the International Maritime Museum in Hamburg once again became a meeting point for the international maritime industry. More than 400 guests gathered at the traditional reception held during SMM.

"The maritime industry has always been a sector driven by people who look beyond the horizon," said Peter Tamm, Managing Director of TAMM Media, in his opening speech. He also addressed the economic, technological, and geopolitical changes the industry is currently facing. "In such an environment, reliable information and professional journalism are more important than ever."

Michael Meyer, Editor-in-Chief of HANSA, and Publishing Director Florian Visser, also welcomed the guests and thanked everyone involved.

Meyer placed particular emphasis on personal interaction. "Shipping is a people's business. We need to talk to one another, exchange ideas, and share insights and information – not least to drive the maritime industry forward," he said.



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Especially in times of change and profound upheaval, the industry needs trustworthy media outlets that bring together key players and ideas, highlight opportunities, and drive developments. "We see ourselves as facilitators," Meyer said. "This is a fitting moment to say: thank you for the trust you place in our work."

Florian Visser turned his attention to collaboration with customers and partners. "At the end of the day, we want one thing above all: to make our customers happy," he said. At the same time, he extended an invitation to the guests: "Challenge our teams, share your ideas, and let us shape the future of our industry together."

What followed was an evening spent among associates, business partners, and friends, offering numerous opportunities for casual business conversation amidst the International Maritime Museum's historic ship models and exhibits.



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Kathrin Caldwell

Managing Director
VDMA North | Marine Equipment and Systems



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“There is good reason for confidence”

The global maritime community comes together in Hamburg for SMM, the world's leading trade show for the maritime industry, at a time of both significant uncertainty and remarkable opportunity. Geopolitical tensions, fragile supply chains, rising security requirements and challenging economic conditions are shaping the environment in which our companies operate.

At the same time, the framework conditions in Germany are not always ideal for companies that must compete successfully on global markets. High costs, regulatory complexity and international competitive pressure remain real challenges for the maritime supply industry.

And yet, there is good reason for confidence. The shipbuilding market is currently developing very positively, and our member companies are benefiting from strong demand. VDMA Marine Equipment and Systems surveys its members exclusively every year, and the latest data underlines the resilience and strength of our industry: revenues increased again by 5.2 % to around 12.5 billion euros. Incoming orders remain encouraging, and the full order books of shipyards worldwide indicate that this positive momentum is likely to continue in the near future.

This underlines the importance of SMM. Hamburg will once again become the international meeting place for the maritime sector, bringing together more than 2,200 exhibitors and tens of thousands of visitors from around the world. The show is not only a showcase for technology and innovation; it is also a platform for dialogue on the key issues that will define our industry's future: decarbonisation, digitalisation, efficiency, resilience and competitiveness – and, increasingly, security and defence. As innovation and technology drivers, companies from the marine equipment and systems industry play a key role at

SMM in setting important milestones for digitalisation and the transformation towards greener shipping.

A particularly growing field is naval shipbuilding. In view of the current security situation, maritime security and defence have gained strategic importance. This development is also reflected at SMM: the defence area is growing and will have its own naval hall with 50 exhibitors. On 3 and 4 September, the MS&D Conference will take place on the Naval Stage, offering a comprehensive programme dedicated to current developments and strategic issues in maritime security and defence. For many VDMA member companies, this creates additional opportunities to demonstrate their capabilities, contribute to resilient maritime infrastructure and support partners in the naval and dual-use sectors with high-quality technologies and solutions.

For the industry, SMM is always a special occasion. It is the place where all the key players of the maritime ecosystem meet: shipyards, suppliers, shipowners, classification societies, navies, policymakers, research institutions and many more. Personal exchange remains essential, especially in times when markets are complex and decisions often have long-term strategic implications. We look forward to discussing current challenges, presenting the strength of the German maritime supply industry and exploring new opportunities for cooperation.

We warmly invite all visitors, partners and members to meet our team at the VDMA booth in Hall A1, Stand 520. Let us use SMM 2026 to strengthen connections, share perspectives and demonstrate that the maritime industry, despite difficult external conditions, remains innovative, resilient and ready to shape the future.

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Maritime security takes center stage

Once again, Hamburg's leading international trade fair for the maritime industry is sending a clear signal regarding security policy: for the second consecutive time, SMM is featuring maritime security as a prominent component



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MS&D 2026 will explore core topics like the operational readiness of European naval forces



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With MS&D – the International Conference & Expo on Maritime Security & Defence – Hamburg is once again hosting a forum that brings together navies, industry, policymakers, procurement agencies, research institutions, and technology providers. The fair thus reflects a trend that was already emerging in 2024: maritime security policy has stepped out of the niche to which it was previously confined and is increasingly viewed as an integral part of the core industrial and economic agenda.

Under the theme “Maritime Security & Defense in a Changing World,” experts discuss the operational readiness of European naval forces, necessary capability developments, procurement frameworks, and technology transfer from the civil sector. The program is complemented by sessions on maritime security as well as underwater and unmanned technologies.

The current geopolitical context makes this focus entirely understandable. The war against Ukraine, hybrid operations in the North and Baltic Seas, attacks on subsea infrastructure, the Russian shadow fleet, tensions surrounding Taiwan, and the vulnerability of maritime chokepoints like the Strait of Hormuz have clearly demonstrated that trade routes, ports, subsea cables, offshore energy, cyber resilience, and global supply chains are strategic assets requiring protection.

Security as a cross-cutting issue

Security is no longer merely a downstream task for navies; it is a prerequisite for functioning trade flows, secure infrastructure, and industrial sovereignty. Responsibilities that were once primarily the domain of navies or coast guards now also extend to shipowners, port operators, shipyards, system integrators, suppliers, energy companies, software providers, and policymakers. Security is thus more and more becoming a key factor for business locations—and a prerequisite for reliable maritime value creation.

SMM reflects the full breadth of the industry—ranging from shipbuilding, the supplier sector, ports, and digitalization

to offshore operations, energy, communications, and automation. MS&D complements this perspective by addressing defense, protection, and resilience. Combining these two formats highlights the fact that maritime security policy is becoming a permanent fixture of the SMM profile. Against this backdrop, the approach of integrating maritime security policy into the exhibition – both spatially and in terms of content – is being expanded. The MS&D Expo runs throughout the entire trade fair period, from September 1 to 4, in Hall B8. The two-day conference component opens on September 3 on the exhibition’s Naval Stage.

Security policy meets industrial policy

Maritime security extends beyond traditional naval planning. By interlinking the conference, the expo, and the Naval Stage, SMM 2026 aims to evolve the security policy focus into a forum for industrial dialogue. MS&D brings together representatives from EU institutions, defense ministries, and procurement agencies, as well as the civil and military maritime industries.

Securing trade routes, protecting critical infrastructure, and acquiring new capabilities requires situational awareness, a physical presence, sensor technology, underwater expertise, cyber resilience, interoperable systems, and an industry capable of keeping pace technologically and scaling up. The conference addresses the requirements regarding operational readiness, capability development, procurement frameworks, and technology transfer from the civil sector.

Underwater, Cyber, Dual-Use, and Procurement

MS&D places special emphasis on underwater technologies, cybersecurity, and unmanned systems. Data cables, pipelines, offshore wind farms, and port connections form the backbone of digital and energy supplies; their vulnerability is altering the requirements for



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MS&D 2026: Agenda

September 3, 2026
Naval Stage, Hall B8

- 10.30 – 10.35: Welcome Remarks by Claus Ulrich Selbach, Vice President Exhibitions Maritime & Energy at Hamburg Messe & Congress
- 10.35 – 11.00: Setting the Scene: Introduction to the Conference by Karsten Schneider, Rear Admiral (ret.) and President of the German Maritime Institute (DMI)
- 11.00 – 12.30: Panel 1 – “Europe’s Maritime Capabilities”
- 13.30 – 13.50: Keynote by Jan-Christian Kaack, Vice Admiral and Inspector of the German Navy
- 14.00 – 15.00: Panel 2 – “Maritime Warfare Requirements”
- 15.15 – 16.15: Panel 3 – “The Underwater Domain”
- 16.15 – 16.25: Adjourn by Karsten Schneider

surveillance, protection, and repair capabilities. At the same time, unmanned surface and underwater vessels (USV, UUV), drones, autonomous sensor platforms, and data-driven situational awareness tools are accelerating the transformation of maritime operations.

As the boundaries between civil and military applications increasingly blur, dual-use technologies are becoming a key area for growth and capability development within the maritime industry. On the second day of the conference, the focus shifts to procurement – featuring, among others, Vice Admiral Carsten Stawitzki, Germany’s National Armaments Director. Key factors include available capabilities, interoperable systems, and resilient industrial supply chains.



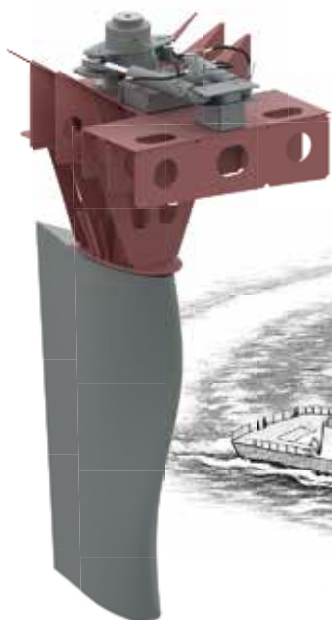
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The conference is attended by representatives of both the naval and the civil sector

The real takeaway is continuity

The maritime domain has once again become a strategic arena – militarily, economically, and industrially. This insight runs through the entirety of SMM 2026: maritime security is no longer a niche topic but rather a prerequisite for functioning trade flows, secure infrastructure, and industrial sovereignty. The fact that the trade fair is providing a dedicated platform for this issue for the second consecutive time is, therefore, the real takeaway. Continuity is taking hold, and security policy is becoming permanently anchored within an industrial context – at least in the maritime sector.

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HALL B3.204

TKMS and Fincantieri plan to bundle “underwater forces” to address fragmentation of the European naval industry

TKMS and Fincantieri aim to address the “fragmentation of the European naval industry.” The German naval shipbuilder is joining forces with the state-owned Italian shipyard group in the fields of submarines and underwater technology.

During SMM, the two companies have signed a “comprehensive Memorandum of Understanding” (MoU) aimed at “deepening their long-standing partnership and strengthening European industrial cooperation in the field of submarines and underwater technology,” according to a statement. A framework for cooperation is to be established by the end of the year—subject to the completion of all necessary regulatory procedures.

TKMS and Fincantieri view the agreement as a significant step toward strengthening the European industrial base in naval defense through closer cooperation between two leading industry players. By leveraging complementary technological strengths, the partnership aims to address the current fragmentation of the European naval industry—particularly in the submarine and underwater sectors—and to foster a more integrated, competitive, and efficient approach to future programs, “always in compliance with applicable legal regulations.” This is intended to support the realization of new projects and the achievement of cost synergies for both parties.

Pierroberto Folgiero, CEO and Managing Director of Fincantieri, stated: “Together with TKMS, we are building on a long-standing partnership to create new opportunities in innovation, industrial efficiency, and technological development. At a time when Europe is called upon to strengthen its defense capabilities, overcoming fragmentation represents a concrete and pragmatic path toward a more competitive and integrated industrial base.” The groups are already collaborating on the Type 212A and 212NFS submarine classes.

TKMS CEO Oliver Burkhard emphasized: “Our partnership with Fincantieri demonstrates what European industrial cooperation can achieve when it is based on trust and shared



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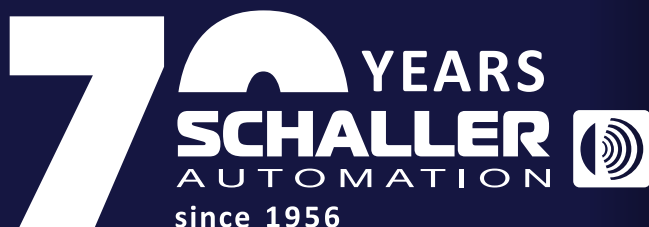
The cooperation focusses on submarine and underwater technology

technological excellence.” This Memorandum of Understanding shall underscore the commitment to expanding international cooperation amongst the European maritime industry. “By combining our complementary expertise, we can drive innovation, create new opportunities for our customers, and strengthen Europe’s strategic autonomy.”

TKMS and Fincantieri intend to leverage synergies within the maritime underwater ecosystem and jointly explore international procurement opportunities that can be more effectively pursued through collaboration. The parties involved wish to emphasize that the planned partnership does not entail a merger or acquisition: “Both companies will continue to operate independently, with all existing contracts, programs, and projects remaining unaffected.”

This industrial cooperation is planned to be developed in full compliance with applicable competition law, export-control regulations, and all relevant regulatory requirements.

Hall B4 | Booth 223



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More companies generate revenues from maritime defence

VDMA sees growing opportunities in the naval sector. Daniel Hirschmann, VDMA Marine Equipment and Systems expert, discusses rising demand, market entry and the challenges facing suppliers in the defence sector

Against the backdrop of current geopolitical developments, the maritime industry and the defence sector are becoming increasingly interconnected. At this year's SMM, the new Naval Stage and, for the first time, a dedicated "Maritime Security & Defence" exhibition area in Hall B8 will reflect this trend. How is this development influencing your association and the work of VDMA Marine Equipment and Systems?

Daniel Hirschmann: In response to growing market demand and increas-

ing member interest in the defence sector, VDMA founded the Security and Defence Industry Forum in 2025. It offers practical information and guidance on market entry, with a particular focus on regulations, but also on scaling up and assessments on market segments such as unmanned systems. In addition, in summer 2026, the first guided SDI TechTour in Poland connected companies across Europe. VDMA will also host a joint booth at DSEI Hannover in March 2027. Within VDMA Ma-

rine Equipment and Systems, the naval supply segment is growing accordingly.

Can you estimate what proportion of your member companies currently offer products or services with dual-use applications? How has this share evolved over the past few years?

Hirschmann: VDMA represents a wide range of different machinery industries, therefore we cannot estimate the proportion of dual-use applications. However, around one quarter

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of the 250 VDMA Marine Equipment and Systems members reported revenues from maritime defence supply activities in 2025. This share has continuously risen over the past years, increasing from one fifth to one quarter since 2019. We expect the share of companies that are active in the defence market to continue growing in the next years, as more naval vessels are ordered and the demand for maintenance and retrofitting of the current fleet is increasing.

Supplying the naval sector involves additional requirements, including certifications, approvals and security regulations. How does VDMA Marine Equipment and Systems support members entering this market, and what other challenges does the defence sector present?

Hirschmann: For Marine Equipment and Systems, addressing the high formal barriers to market entry means connecting member companies di-

rectly with governmental and military decision-makers. To this end, we hosted a supplier day with the German Naval Arsenal exclusively for our members to highlight the potential that can be leveraged in the fleet maintenance market and to familiarize companies with regulatory requirements and the tender system on which the market heavily relies.

To support companies in understanding the naval procurement process, we have developed recommendations for market entry, market studies and a dedicated support paper on entering the naval market. However, the process is still perceived as complex, often requiring extensive pre-business restructuring and investment within the company. Simplification of the process is needed, and discussions with government and procurement authorities are ongoing.



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Daniel Hirschmann

Hall A1 | Booth 520

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Böhm Kabel, based in Iserlohn, North Rhine-Westphalia, knows which cables are suitable for which applications and which standards they need to meet. The cable specialist was founded in 1989. Its first products included control cables for industry, mechanical and plant engineering, as well as cables for crane and conveyor technology, explains Sales Director Frank Kramer.

For more than 20 years, Böhm Kabel has been distributing products from Turkish manufacturer Üntel Kablo. The Istanbul-based company, like Böhm Kabel, is an owner-managed medium-sized business that can respond quickly and flexibly to changing market conditions, says Kramer, describing what

the two companies have in common. According to Kramer, this long-standing, close partnership has proven particularly reliable in times of crisis.

Böhm Kabel decided to expand into the shipbuilding and naval sectors around eight years ago. On the one hand, Üntel's cables for crane and conveyor technology, with their specific technical requirements, were well suited to the maritime market. On the other hand, Üntel holds important approvals from the German Armed Forces and the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBW), enabling it to manufacture cables in accordance with VG 95218, Parts 60 to 66.

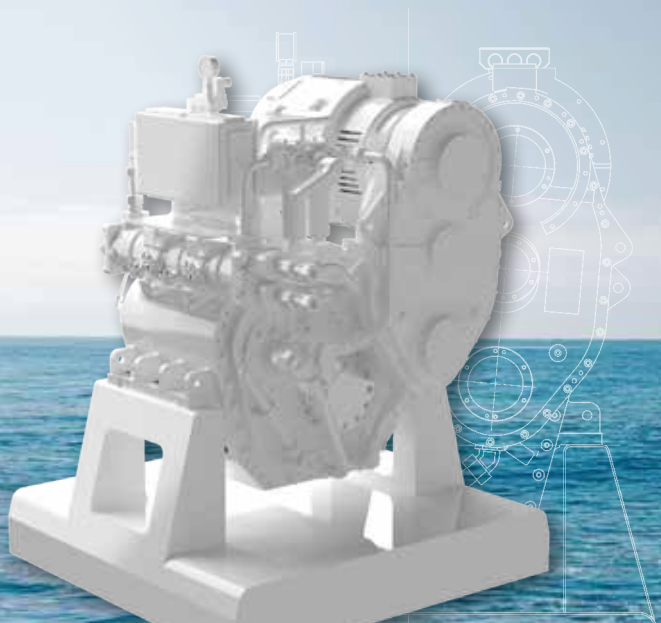
Since entering the market, Böhm Kabel has supplied a wide variety of vessel types for national and international navies, including corvettes, frigates, submarines and tankers. The company has also supplied research vessels, passenger ships, ferries and exclusive yachts. On board these vessels, its cables ensure the reliable transmission of power and data.

For Böhm Kabel, however, reliability is not only important when it comes to its products, but also its supply chains. To ensure a reliable supply of cables and wires to its customers, Böhm Kabel has established a dedicated marine cable warehouse in addition to its logistics centre for industrial cables in Iserlohn. "This enables us to offer our customers a 'buffer stock' for their projects, thereby assuming the risk of product availability as well as financing, since our customers do not have to maintain their own inventories," explains Frank Kramer. "We are able to handle several projects simultaneously at our locations and respond to the specific requirements of the respective project managers," Kramer adds.



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Frank Kramer, Sales Director at Böhm Kabel



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To ensure a reliable supply of cables and wires to its customers, Böhm keeps an extensive range in stock

And Böhm Kabel currently has plenty to do, with its order book well filled. According to Frank Kramer, two export orders are currently awaiting delivery. One involves cable packages for four frigates in South America. At the customer's request, the cables were manufactured with a special, particularly robust outer sheath. Böhm Kabel has also been commissioned to supply the cabling for vessels three and four of a series of ten coastal patrol vessels in North Africa. "Export handling for projects of this kind is always a particularly complex task and requires the necessary expertise as well as close cooperation with our customers," says Kramer.

According to the Sales Director, Böhm Kabel is also currently working on cable packages for a modern research vessel designed to meet the latest environmental standards. The approximately 125 m vessel will be equipped with around 520 km of cable. Another project is a 90 m fisheries research vessel requiring around 450 km of cable. Both vessels are being designed with environmental considerations in mind and will feature low-noise propulsion systems. In future, they are expected to make important contributions to climate and environmental research.

Böhm Kabel is also involved in submarine projects, supplying special cables that comply with VG standards. Naval orders currently account for a significant share of Böhm Kabel's order book and are likely to remain important in the future. According to Frank Kramer, military projects are currently being pushed forward on a large scale. "Global crises have shown how important functioning supply chains are. Companies are therefore clearly focusing on reliable supply partners," says Frank Kramer, explaining Böhm Kabel's success in the maritime sector.

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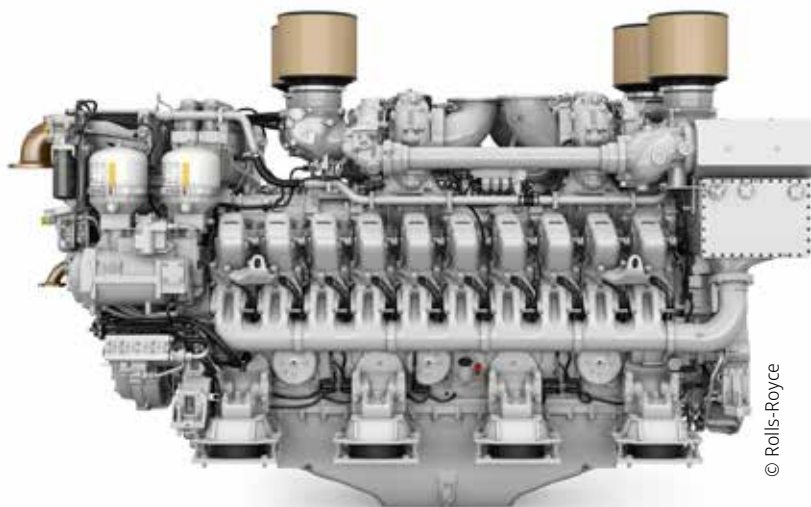
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US Navy certifies mtu engines for autonomous vessels

Rolls-Royce has received US Navy certification for its mtu Series 2000 and 4000 marine engines for use in autonomous vessels. The engines therefore meet the requirements for operating unmanned platforms that must be capable of running for extended periods without maintenance intervention.

The mtu Series 4000 received certification following two endurance tests of 720 hours each. The engines are approved for autonomous applications with propulsion outputs of up to 4,300 kW and for onboard power generation of up to 3,000 kWe. The series includes 8-, 12-, 16- and 20-cylinder variants. The mtu Series 2000 has also been certified. The certification was based on extensive component testing and several thousand hours of operation in practical applications. The engines are available in 10-, 12- and 16-cylinder variants with propulsion outputs of up to 1,939 kW.

The certification is based on the requirements of the US National Defense Authorization Act for unmanned systems. Among other things, these stipulate that propulsion systems must pass specified load and reliability tests without operator intervention and without



© Rolls-Royce

The mtu Series 4000 has completed two 720-hour endurance tests and is now certified for autonomous operation

maintenance or repairs to the main propulsion, fuel and lubrication systems. Systems that meet these requirements can be deployed at sea for up to 30 days without requiring maintenance.

Autonomous unmanned surface vessels (USVs) are among the programmes through which the US Navy is expanding its unmanned capabilities. Some of the best-known platforms include the "Sea Hunter" and "Seahawk". The "Sea

Hunter" is powered by two mtu 12V 2000 engines and has been in service since its commissioning in 2016.

USVs can perform missions over extended periods without requiring personnel on board. This places correspondingly high demands on safety and reliability. Certification procedures include testing of control systems, cybersecurity and other safety-related functions.

Hall A3 | Booth 309



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HALL A4 | BOOTH 305



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New pilot valves for two-stroke engines

Modern two-stroke engines are designed to reduce fuel consumption and emissions in shipping. Bosch Rexroth is supporting this development with two new pilot valves: ELFI and ELVA. Designed for continuous operation, their high precision and dynamic performance enable optimised engine efficiency, including when using future fuels such as methanol or ammonia. Bosch Rexroth's established fast and reliable spare parts supply also provides an important basis for smooth maintenance operations.

In Everllence two-stroke engines, ELFI (Electronic Fuel Injection) controls the injection timing and fuel quantity for each cylinder, while ELVA (Electronic Valve Actuation) operates the exhaust valve across the engine's load range. Bosch Rexroth's new pilot valves, designated 4WRRFH (ELFI) and WRPFH (ELVA), control these two functions rapidly and precisely while requiring around 20% less energy than conventional valves.

Developed in close cooperation with Everllence, the pilot valves maintain high repeatability even under demanding operating conditions. Combined with a step response time of less than 5 ms and a frequency response of more than 200 Hz, this enables the required injection profiles to be reproduced precisely.

Application-specific test series conducted by Everllence, together with performance and endurance testing by Bosch Rexroth, have demonstrated the capabilities of the new pilot valves. Based on these tests, their calculated service life of five to seven years corresponds to more than 340 million switching cycles.

Both valves also support operation with future fuels such as methanol or ammonia. In future, these fuels could be produced from green hydrogen and replace the heavy fuel oil still widely used in shipping, which produces particularly high levels of pollutants. According to Bosch Rexroth, combustion of these future fuels can be CO₂-free.

The pilot valves will be available in the second half of 2027.

Customers will also have access to Bosch Rexroth's global service network. Thanks to scalable production capacities and local inventories, manufacturers and operators of two-stroke engines can receive spare parts within 24 hours in the event of a service requirement. Bosch Rexroth supports this through a global, round-the-clock network comprising more than 200 service centres and strategically located repair centres.

Hall A1 | Booth 204



Bosch Rexroth's new ELFI and ELVA pilot valves are designed for two-stroke engines and operation with future fuels

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Protecting critical maritime infrastructure

For generations, coastal infrastructure security has focused primarily on landward approaches, with perimeter fencing, access control and surveillance, while the sea itself was often treated as a natural obstacle.

The proliferation of unmanned surface vessels (USVs), autonomous underwater vehicles (AUVs), commercially available drones and fast attack craft has changed this threat environment. Recent conflicts have demonstrated that ports, logistics hubs, energy facilities and communications infrastructure can become strategic targets alongside conventional military assets. As a result, waterside perimeter security is becoming as important as land-based protection.

Floating marine security barriers can be installed across harbour entrances, around critical assets or along vulnerable waterfronts to prevent unauthorised access while allowing legitimate traffic through controlled openings. Systems may also incorporate floating gates, underwater security nets, anti-climb fencing and surveillance technologies.

Effective barriers, however, require careful engineering. Vessel traffic, tidal variation, water depth, currents, seabed conditions, maintenance requirements and required impact resistance all influence their design. Security requirements also vary from basic access control to protection against deliberate high-speed impacts.



© Ecocoast

Ecocoast's DMS marine security barrier provides waterside perimeter protection for critical infrastructure

Independent performance testing has therefore become increasingly important. ASTM F2766-11 (Reapproved 2020) provides an international benchmark for floating security barriers, with classifications based on full-scale impact testing.

In January 2026, Ecocoast's DMS marine security boom underwent full-scale testing in Saudi Arabia. A remotely operated high-speed boat weighing approximately 3.8 tonnes struck the barrier at 42 knots. The system arrested the boat, absorbing approximately 903 kJ of impact energy while remaining structurally intact and exceeding the ASTM Class C threshold in the "Powerboat" category.

The DMS system forms part of a modular portfolio including floating

barriers, access gates and underwater nets for permanent and temporary installations. It can also be combined with third-party surveillance and detection technologies.

Deployments illustrate the range of applications. In 2025, Ecocoast completed a custom barrier for a West African oil terminal exposed to piracy risks. Its systems have also been deployed to protect major international events, airports and port infrastructure.

As maritime threats evolve, physical waterside protection is increasingly becoming part of critical infrastructure security. The challenge is to provide effective protection without restricting authorised vessel movements or day-to-day operations.

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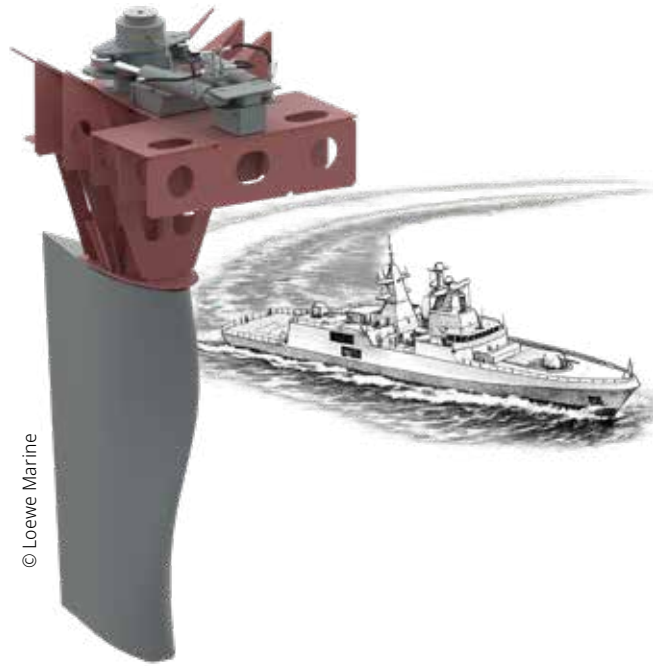
At SMM 2026, Loewe Marine will present itself as an engineering and system partner for integrated manoeuvring solutions, covering the entire process from concept development and new-build projects to retrofits and lifecycle service. The company will highlight its approach to combining engineering expertise with system integration and long-term technical support.

Whether for merchant vessels, specialised ships or naval platforms, modern vessels are required to meet increasing demands for efficiency, manoeuvrability, availability and signature reduction. At the same time, shipowners and operators are looking for solutions that can be adapted to different vessel types and operational profiles. According to the company, the focus is therefore shifting from individual components towards integrated system solutions.

In recent years, the Bremen-based company has expanded its activities as an engineering and system partner for manoeuvring solutions. Its portfolio covers hydrodynamic design, rudders, steering systems, retrofit projects, repairs and worldwide service. This allows Loewe Marine to support projects from the initial design and engineering stages through installation and subsequent operation.

Loewe Marine's engineering approach considers propeller, rudder, steering system and hull as an integrated system rather than individual components. The interaction between these elements is taken into account when developing solutions for specific vessel requirements. The company says this enables solutions that reduce energy consumption, improve manoeuvrability and support more economical vessel operation.

Loewe Marine has also expanded its involvement in international projects. While confidentiality agreements prevent individual programmes from being identified, the company states that it continues to supply systems designed to reduce signatures, improve manoeuvrability and enhance overall vessel performance. This includes solutions for both new-build projects and the modernisation of vessels already in service.



Loewe Marine provides integrated manoeuvring solutions for newbuild and retrofit projects

In the retrofit sector, Loewe Marine offers optimisation solutions intended to improve the efficiency, economy and sustainability of existing vessels. Depending on the vessel and its operational profile, these projects can address existing manoeuvring systems and their interaction with other components. They are complemented by worldwide repair and service capabilities, including underwater work carried out while vessels remain in operation. This is intended to reduce downtime and allow necessary work to be performed without taking the vessel out of service. Standard

Hall B3.EG | Booth 204

/ PLASTICS ENGINEERING

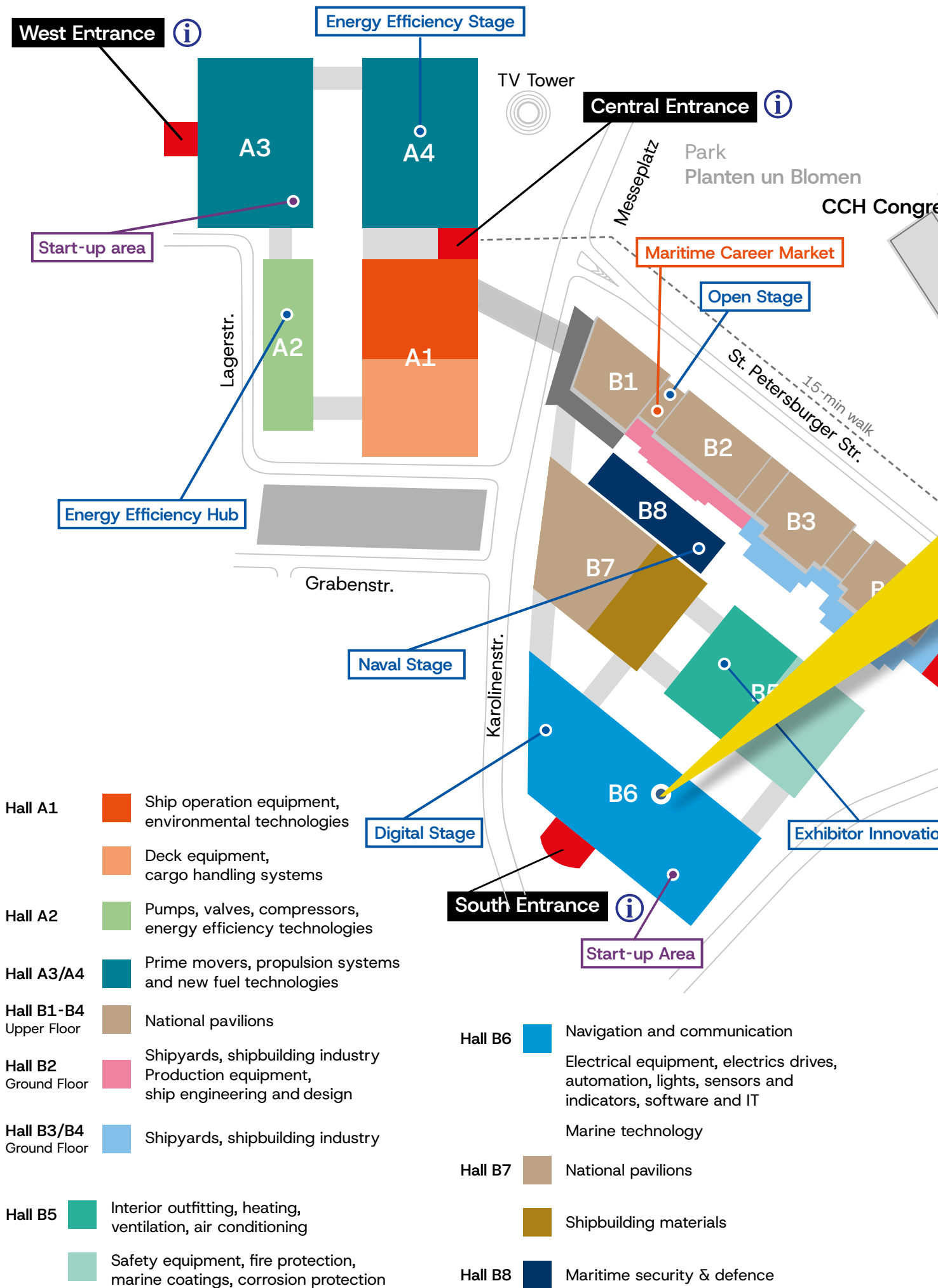
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Bachmann is an internationally aligned and strong-growth enterprise. The company develops unique automation systems for maritime applications and offshore installations. Bachmann's smart and scalable technology is based on over 50 years of integrated engineering experience. The automation experts implement state-of-the-art solutions that optimize the operation of machines, vessels, and entire fleets. Together with its customers and partners, Bachmann uses an industry-wide and collaborative approach to transform projects into tangible automation solutions.

www.bachmann.info

GTT Marine launches BOQA for proactive bridge safety analysis

GTT Marine, a division of the GTT Group, has announced the commercial availability of Bridge Operations Quality Assurance (BOQA), a new capability within Safety Insights by Danelec that extends the use of Voyage Data Recorder (VDR) data from post-incident investigation to proactive, continuous safety improvement.

Introduced at SMM 2026 in Hamburg, BOQA automatically analyses vessel data to identify safety-relevant events and operating conditions that warrant further attention. This gives shipowners and operators a practical way to learn from everyday operations, rather than relying primarily on VDR data after an incident.

For more than two decades, VDRs have provided a record of vessel and bridge operations, supporting regulatory compliance and helping investigators establish what happened before and during an incident. BOQA builds on that foundation by continuously evaluating existing data and highlighting situations that shore-based safety teams and crews can review and learn from.

Rather than requiring operators to manually search large volumes of voyage data, BOQA evaluates relevant inputs against predefined safety triggers. Depending on vessel type and available data, these can identify potentially dangerous close passing, excessive rates of turn or rudder angles, abnormal heading changes, rolling and sustained heel, excessive speed in shallow water, severe true wind conditions and sudden decel-



© GTT Marine

BOQA automatically analyses VDR data to identify safety-relevant events and operational trends for further review

eration associated with a potential collision or grounding.

The analysis is designed to identify meaningful events rather than generate additional alarms. Data is evaluated over defined periods and filtered to reduce noise and transient fluctuations, while operational context can also be incorporated. Close-passing analysis, for example, can consider Closest Point of Approach (CPA), vessel length, speed and water depth, while heading and rate-of-turn events can be assessed against parameters appropriate to vessel type and operating speed.

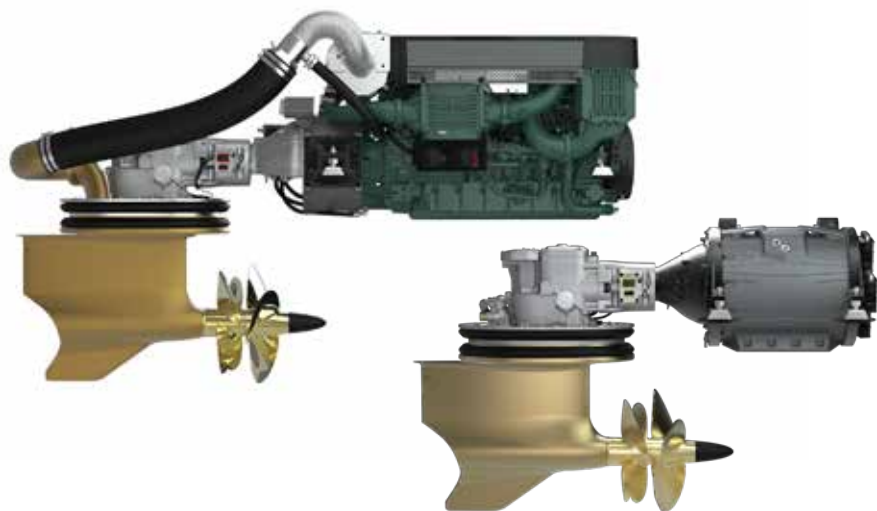
By directing attention towards situations that merit review, BOQA helps marine, HSEQ and fleet management teams identify recurring behaviours and

operational trends across vessels and voyages. Individual events can thus become part of a broader process of investigation, learning and continuous safety improvement, strengthening the connection between onboard operations and shore-based safety management.

According to GTT Marine, BOQA makes proactive bridge operations analysis accessible to a broader range of shipowners and operators, rather than limiting it to bespoke and more costly safety programmes. It represents an evolution of the VDR from primarily a regulatory and incident-investigation tool towards a more active component of the shipowner's digital safety ecosystem.

Hall B6 | Booth 525

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Compact expert talks at the VDMA stand

The Speakers' Corner at the joint VDMA and CIMAC stand (Hall A1, 520) offers a programme of short presentations on maritime technology, innovation and current industry developments. Experts from VDMA, CIMAC and member companies will address topics ranging from digital service workflows and global shipbuilding trends to oil monitoring, naval shipbuilding, alternative fuels and marine emissions. The 15-minute presentations are followed by Q&A sessions.

Two panel discussions will complement the programme on Thursday. From 10:30 to 11:20 on the Digital Stage in Hall B6, the panel "Smarter Ships through Improved Integration with the New MTP Automation Standard" will examine how advanced automation standards can contribute to more efficient and integrated ship operations. Later in the day, the CIMAC Circle panel, also on the Digital Stage, will address current technological and regulatory developments in the maritime sector from 16:00 to 16:45.

The presentations at the VDMA stand begin at 12:00 with Christian Marbaise of Bauer + Kirch, who will discuss how digital workflows can improve global maritime service execution. At 12:20, Daniel Erdmann of CIMAC will give a preview of the CIMAC Circle on ECRAM, followed at 12:40 by Tarmo Mäkelä of Parker with a presentation on online cylinder oil monitoring. At 13:00, Hauke Schlegel of VDMA Marine Equipment



© VDMA

Following discussions at its general assembly at the beginning of the week, the VDMA is offering a wide range of further interesting presentations during SMM

and Systems will provide an update on global shipbuilding and business trends for the marine equipment industry.

The afternoon programme continues at 13:40 with Kangki Lee of Zöllner Energy Systems, who will present advanced hydraulic dynamometer technology for high-power engine and turbine testing. At 14:00, Katrin Caldwell and Daniel Hirschmann of VDMA will address naval shipbuilding and fleet maintenance under the title "The Gray Market". Stefan Krahn and Karsten Wichert of

Baumüller Anlagen-Systemtechnik will then look at alternative fuels in hybrid systems and their role in decarbonisation at 14:20.

At 14:40, Venkata Koneru of D.E.C. Marine AB will discuss practical innovations for reducing marine emissions beyond regulatory compliance. The programme concludes at 15:00 with Hauke Schlegel, who will provide an overview of highlights and current trends at global maritime trade shows.

Hall A1 | Booth 520



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Hall A3 | Stand 304



The retrofit decision: rethinking what “new” means for a vessel’s bridge systems



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For most owners, the biggest decision about a vessel's bridge systems isn't made at newbuild. It's made ten, fifteen, twenty years in, when navigation, automation or dynamic positioning equipment starts to show its age and the owner has to decide what comes next.

NACOS Marine's installed base gives it an unusually clear view of that decision. The company has more than 9,000 navigation, automation and DP products in service across roughly 8,000 vessels worldwide. Its focus for 2026 isn't the next new-build specification, it's the fleet already sailing.

Why replacement is rarely the real choice

Very few owners want to rip out an entire bridge system and start again. Budgets are staged across several years. Downtime during a full replacement is expensive, especially for vessels on long-term charter or fixed schedules. And much of an existing installation, cabling, integration with other onboard systems, the control architecture itself, may still have a decade of useful life in it.

The real question owners are asking is narrower: which parts of this system need to change now, and which can wait? A positioning reference system might need upgrading while the automation platform behind it is still perfectly serviceable. An operator console might look dated while the DP control logic performs exactly as it should.

Why modularity matters

NACOS Marine builds its navigation, automation and DP platforms on a modular architecture, so individual elements can be upgraded on their own rather than forcing a full system replacement. Upgrading a positioning reference doesn't mean touching the automation layer. Upgrading automation doesn't mean tearing out DP control hardware that's still working well.

That turns one large, disruptive capital decision into several smaller, manageable ones. Owners can plan upgrades around drydocking schedules and budget cycles instead of an all-or-nothing choice at a single point in time and the

investment already made in an existing installation doesn't get written off every time part of it needs modernising.

Why now

A few things are pushing this up the agenda. Components on older installations get harder to source as suppliers move on to newer generations of hardware. Newer vessels arrive with more advanced automation as standard, putting pressure on older tonnage to keep pace. And insurers and charterers now expect to see evidence of active maintenance and modernisation, not just continued operation of original equipment.

For shipyards and owners, that changes what "supporting a vessel" means. It's no longer just about keeping a system running. It's about keeping it current and serviceable across a working life that can run to thirty years.

Building the network to match

Supporting an installed base this size takes more than product design, it takes a service and parts network that can respond quickly, wherever a vessel happens to be. NACOS Marine is extending its field service capability and spare parts availability into new regional hubs through 2026, to cut response times for fleets operating outside its most established markets.

A navigation, automation or DP system isn't something sold once and forgotten. It's a commitment that runs for as long as the vessel is in service, which makes retrofit and lifecycle support central to the business, not an add-on to it.

A conversation for shipyards too

This isn't only relevant to owners. As more vessels are specified with modular, upgrade-ready bridge architecture from the outset, retrofit potential becomes something a shipyard can design for at newbuild, even if the first upgrade is years away.



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At SMM Hamburg, the NACOS Marine team will be talking to shipyards, owners and operators about lifecycle and retrofit planning, for newbuild specification and for modernising existing fleets, including how a modular approach makes a multi-decade upgrade strategy practical rather than theoretical.

Visitors are welcome at the stand to discuss specific vessel or fleet requirements with the team.

NACOS Marine

NACOS Marine is a marine technology company with a long heritage in navigation, automation and dynamic positioning systems, now operating as an independent business. It supports more than 8,000 vessels across naval, government, cruise, offshore and merchant fleets, with an installed base of over 9,000 products. Its systems are built on a modular architecture, so owners can upgrade individual elements of a bridge installation without replacing the whole thing. Through 2026 the company is extending its field service and spare parts capability into new regional hubs, putting lifecycle support closer to where fleets actually operate.

www.nacosmarine.com | Hall B6, Booth 433



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Quiet manoeuvring systems for greater comfort on board

Not maximum power, but minimum noise: in demanding shipbuilding segments, comfort and the reduction of noise and vibration are becoming increasingly important. Jastram is addressing this trend with low-noise, individually designed manoeuvring systems



Jastram's low-noise bow thruster with Active Noise Reduction (ANR) technology is designed to minimise cavitation noise and improve onboard comfort

Superyachts, government vessels, naval ships and offshore support vessels are among the most demanding segments of shipbuilding. Accordingly, the requirements placed on systems and components are high. Alongside reliability and performance, another factor is becoming increasingly important: the reduction of noise and vibration.

One of the specialists in this field is the Hamburg-based family-owned company Jastram. Its roots date back to 1889, when Carl Jastram founded a metalworking workshop in Hamburg. This later developed into Hamburger Motorenfabrik Carl Jastram. Today, the company is managed by the fourth generation of the family and specialises in marine propulsion and manoeuvring systems.

Jastram's activities are based on four business areas: bow thrusters, azimuth thrusters, turbocharger servicing and general service.

"Turbocharger servicing dates back to the time when we developed and built our own combustion engines," explains Hendrik Bruns, Director Sales & Marketing. Since delivering its first bow thruster in 1955, however, Jastram has focused on manoeuvring systems.

The product portfolio is complemented by a worldwide service business. To support this, the company maintains an international network of agents and certified service partners. They receive both theoretical and practical training at Jastram's Hamburg-Bergedorf facility. "We want to ensure that our customers receive the

same high standard of service worldwide," says Bruns.

With its portfolio, Jastram covers virtually all vessel types – from launches and government and naval vessels to offshore support vessels, merchant ships and yachts. Its bow thrusters cover a power range from 50 kW to 1.2 MW, while its azimuth thrusters range from 50 to 450 kW. Alongside standard applications, the company carries out numerous customer-specific projects. Particularly in yacht building, solutions are almost exclusively tailor-made.

Air against cavitation

One focus of Jastram's development work is noise reduction. With its Active

Noise Reduction (ANR) system, the company offers a technology that can significantly reduce cavitation noise from bow thrusters.

Air is injected specifically into the bow thruster tunnel. This reduces the cavitation noise generated during operation and increases comfort on board, explains Bruns. The system is suitable both for newbuilds and for retrofitting existing installations.

All stages of the process – from design and engineering through to commissioning – are carried out in-house. Depending on the vessel design, the system can reduce noise levels by around 15 dB(A), according to Bruns. Another advantage is that the technology can be used independently of the thruster manufacturer. The ANR system can therefore be combined not only with Jastram bow thrusters. “The interesting thing is that we can also offer the system for equipment from other manufacturers. We can apply Active Noise Reduction to third-party components,” says Bruns.

Tailor-made solutions

Individual solutions are particularly important in the yacht segment and for specialised vessels. “Almost all systems are tailor-made solutions that we develop together with the shipyard and in accordance with the owner’s requirements,” says Bruns.

A typical yacht project, for example, comprises a bow thruster combined

with the ANR system and a double-elastic mounting. The thruster is integrated into the vessel structure in such a way that the transmission of vibrations and structure-borne noise to the hull is significantly reduced.

Depending on the size of the yacht, up to two bow and two stern thrusters can be installed to further enhance manoeuvrability. Jastram implemented such a configuration, for example, on a yacht of more than 10,000 GT. For this project, it was particularly important to optimise the propellers, intake geometry and other components consistently for the lowest possible noise levels.

Regardless of the scope of the project, Jastram supplies its systems flexibly according to the individual requirements of the shipyard and owner. On request, the company offers complete plug-and-play solutions that are ready for opera-

tion as soon as they are connected to the power supply. Jastram can also provide individual elements of a project or integrate its own components into systems supplied by other manufacturers and shipyards.

Comfort remains a key trend

For Bruns, comfort on board remains one of the defining trends in yacht and specialised shipbuilding. The aim is to bring the level of comfort people are accustomed to at home on board a yacht. For Jastram, this means continuously developing its systems to further reduce noise and vibration. Quieter yachts with lower vibration levels not only increase comfort for owners and guests. Reducing underwater noise emissions can also help to minimise the impact of vessel operations on the marine environment.

About Jastram

Jastram is a Hamburg-based manufacturer of marine propulsion and manoeuvring systems with more than 135 years of experience. The company’s portfolio includes low-noise and transverse thrusters, rudder propellers, drive and control systems, as well as solutions for active noise reduction. Its systems are designed for a wide range of applications, including yachts, government vessels, inland navigation, offshore and service vessels. In addition to its product portfolio, Jastram provides engineering support and Integrated Logistic Support (ILS). Its global service offering covers maintenance, repair and overhaul, supported by a network of service partners and a focus on high system availability throughout the product lifecycle.

Hall A3, Booth 200 | www.jastram.net

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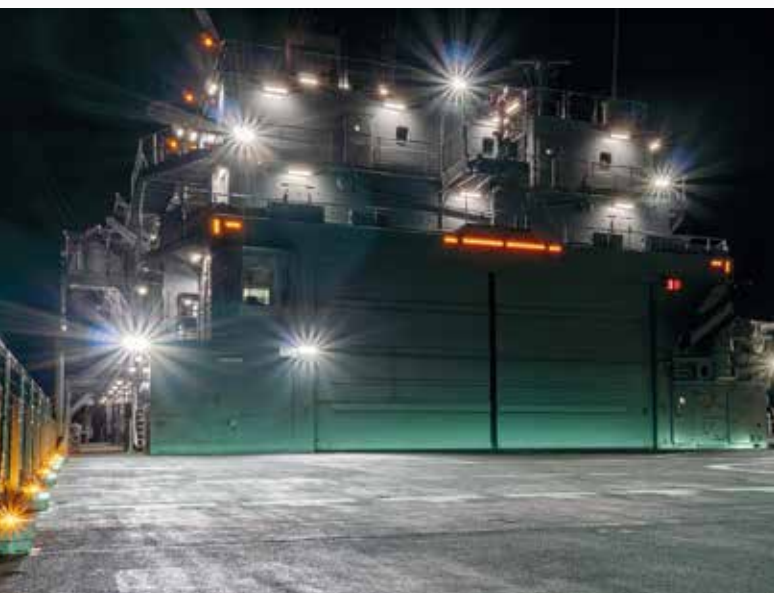
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Beyond deck lighting: Future-ready HVLAS for naval aviation



OPTONAVAL's Helicopter Visual Landing Aid Systems (HVLAS)

Naval aviation is entering a period of profound technological transformation. While helicopters remain indispensable for anti-submarine warfare, surveillance, logistics and search-and-rescue missions, Unmanned Aerial Vehicles (UAV), autonomous flight technologies and new rotorcraft platforms are increasingly complementing conventional aircraft. At the same time, naval vessels are evolving into highly connected digital platforms. Together, these developments are reshaping not only how flight operations are conducted, but also the requirements placed on the infrastructure that supports them.

Traditionally, the helideck has been regarded as a designated landing area equipped with visual guidance systems and landing aids. Modern naval operations, however, demand far more than deck lighting. Today's Helicopter Visual Landing Aid Systems (HVLAS) must combine visual guidance, intelligent control, diagnostics and digital connectivity within one coordinated architecture that complies with national and international standards. A future-ready flight deck must not only support today's aircraft safely, but also remain adaptable throughout decades of naval service.

One integrated operating concept

Safe helicopter operations at sea rely on coordinated visual guidance throughout approach, landing and deck handling. Motion-sensor-stabilised glide-path guidance and horizon references help pilots compensate for vessel motion, while perimeter lights, floodlights and Stop & Go Lights define the landing area

and indicate deck status. An integrated HVLAS unifies all visual guidance components, while a central graphical user interface enables operators to select modes, adjust brightness and monitor the entire system.

These elements must work together consistently, as differences in brightness, timing or signalling can create ambiguity during high-workload phases.

Standardised electrical and data interfaces also facilitate communication with the ship's Integrated Monitoring and Control System (IMCS). Rather than operating as a collection of isolated products, the flight deck becomes a fully integrated subsystem within the vessel's digital infrastructure.

Supporting every scenario

Modern naval aviation demands far greater flexibility than simply switching between day and night modes.

Night Vision Goggle (NVG) compatibility has become the established solution for night-time helicopter operations. Properly designed systems use illumination with highly precise brightness control. Excessive light can impair night-vision equipment, while insufficient illumination weakens the pilot's visual references. Fine dimming therefore enables lighting to be matched precisely to ambient conditions.

Compliance with STANAGs, DEF- and MIL-Standards introduces additional technical complexity. Through the use of cutting-edge LED technology, lighting characteristics can be adapted to meet applicable standards and specific customer requirements. In addition, the system complies with relevant civil aviation standards and guidance, including ICAO and CAP 437.

Intelligent systems improve availability

The increasing digitalisation of naval platforms is reshaping expectations for mission-critical systems. Modern vessels already integrate propulsion, navigation, and numerous auxiliary systems within central management architectures. Helicopter landing systems are becoming part of this connected environment.

Future-ready HVLAS installations do far more than switch lights on and off. Intelligent components continuously monitor their operating condition and report system status in real time. Integrated sensors measure parameters such as temperature, humidity, and pressure enabling individual lights and control units to be monitored throughout their service life.

Rising humidity, abnormal pressure, or elevated temperatures can indicate developing faults before system performance is affected. Rather than reporting only complete failures, the system can identify gradual degradation and associate it directly with the affected component.

This component-level transparency provides the foundation for condition-based and predictive maintenance. Instead of relying solely on fixed maintenance intervals, crews can schedule inspections and spare-part replacement according to the actual condition of the equipment. The result is greater system availability, reduced maintenance effort, and lower lifecycle costs—critical advantages for vessels operating far from support facilities.

Engineering for future adaptability

Future readiness means designing today's systems for tomorrow's technologies. Naval vessels remain in service for several decades, while aviation technology continues to evolve. New helicopter types, unmanned aircraft, and autonomous landing systems will emerge throughout a vessel's operational lifetime.

This evolution requires modular system architectures that can be adapted without fundamental redesign. Flexible software, configurable control concepts, and standardised interfaces simplify future upgrades while protecting long-term investments. The use of components with assured long-term availability, combined with modular hardware design, also helps mitigate obsolescence over extended service lives.

The growing adoption of autonomous aviation illustrates this approach. Airbus' DeckFinder™ enables high-precision, GNSS-independent automatic take-offs and landings on moving vessels. By integrating DeckFinder™ components into an adapted Combined Flood and Deck Edge Light (CFDEL) eliminates the need for additional deck equipment while simplifying mechanical and electrical integration. This demonstrates how multifunctional equipment can incorporate emerging technologies without fundamentally altering proven flight-deck layouts.

The same principle applies across the entire HVLAS. Every naval flight deck presents a unique combination of geometry, aircraft types, structural constraints, and onboard interfaces. The ability to adapt lighting, electronics, software and mechanical designs enables the landing system to be configured around the vessel, rather than requiring the vessel to accommodate a fixed product package.

Next-generation naval aviation

Tomorrow's helidecks will be defined not only by their lighting performance, but also by their ability to integrate with digital ship architectures, monitor their own condition, and adapt to evolving operational requirements throughout decades of service.

For naval operators investing in new vessels or modernisation programmes, flexibility has become almost as important as optical performance. An integrated HVLAS that combines coordinated visual guidance, intelligent diagnostics, modular engineering, and open system architectures provides the foundation for future naval aviation.

As helicopters, unmanned aircraft, and autonomous technologies continue to evolve, successful flight decks will become intelligent, connected, and adaptable operational systems-ready for whatever the next generation of naval aviation brings.

About OPTONAVAL

OPTONAVAL GmbH, founded and headquartered in Hamburg, Germany, is a leading provider of advanced lighting and visual guidance solutions for the maritime industry. The company develops and manufactures Helicopter Visual Landing Aid Systems (HVLAS), navigation lights for naval vessels and superyachts, as well as customized engineering solutions for defence applications. Combining German engineering expertise with a flexible, customer-focused approach, OPTONAVAL delivers reliable, high-quality systems tailored to specific operational requirements. From initial concept and system design to engineering, integration, worldwide service, and training, OPTONAVAL supports its customers throughout the entire project lifecycle – helping to ensure safe and efficient helicopter and UAV operations at sea, day and night.

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OPTONAVAL

“Procurement behaviour has changed”

The Wilhelmsen Group aims to succeed in the “Ships Service” segment by leveraging its global network and further developing its portfolio. Pirjetta Stueven, Head of Sales for Germany, Poland, and the Baltics, talks about shifting demand, competition, leadership, and the key SMM trade fair in Hamburg

How does the current situation in the shipping markets and among shipowners reflect in your business?

Pirjetta Stueven: The shipping industry continues to navigate a period of volatility with the current geopolitical situation and an increasingly competitive landscape. Newbuild activity remains strong, although concerns about overcapacity continue to be discussed across the industry.

Overall, we see the shipping industry continues to show resilient and strength. Many of our customers are performing well, and this is also reflected in our own development. The demand is still there but the procurement behavior among many shipowners has changed. Decisions are made in a more structured way and more cautiously, often bundled through purchasing organizations, with a stronger focus on short-term cost optimization. Through these conditions, our global network and availability of our products and services serve as important strengths, enabling us to maintain resilience and respond quickly when market conditions demand it.



© Wilhelmsen Ships Service

Pirjetta Stueven, Head of Sales Germany, Poland and the Baltics (in the centre of the picture) at Wilhelmsen Ships Service, with “her” team

Our focus remains unchanged: to be a reliable partner and ensure our customers have access to the products, services and expertise they need to operate their fleets safely and efficiently.

How is demand developing currently? What is particularly in demand in your business and what do you expect for the future?

Stueven: Demand is evolving in a very differentiated way. Traditional volume-driven business is under more pressure, while solutions that improve efficiency or support regulatory compliance are increasingly in demand. Customers are looking for integrated solutions that provide measurable business impact – not just individual products. Looking ahead, I expect this trend to continue. The focus will increasingly

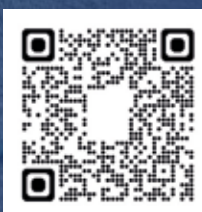
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be on value creation rather than price alone, and on solutions that are directly linked to operational performance, compliance, and business outcomes.

How can you contribute to sustainability and decarbonization in the maritime industry?

Stueven: Decarbonization is one of the central topics for industry. Many shipowners are under pressure to improve fleet efficiency, prepare compliance strategies, and evaluate future fuel options. As a result, we see interest in solutions that help customers reduce emissions, optimize performance, and future-proof their vessels. We support this through solutions that increase transparency and enable better decision-making. Examples include Environmental Product Declarations (EPDs) for core products and circular initiatives such as rope recycling through C-Loop.

We also focus on practical improvements, such as reducing packaging, increasing the use of recycled materials in chemical products and optimizing logistics processes.

These may seem like small steps individually, but together they create meaningful impact.

What do you see as the key topics, opportunities, and challenges for the future?

Stueven: Looking ahead, I see four key themes shaping the industry: decarbonization, digitalization -particularly AI - growing cost pressure and continued consolidation in the shipping industry. These trends create both challenges and opportunities. Companies that manage to position themselves as trusted partners and deliver real value will be able to differentiate clearly. At the same time, complexity is increasing, and that requires stronger capabilities in organization, processes, and leadership.

Are adjustments to the Wilhelmsen Ships Service portfolio planned or conceivable? If yes, in which direction?

Stueven: The evolution of our portfolio is already well underway. Alongside our core business, we continue to invest in digital applications, sustainability initiatives and new service offerings. At the same time, we continuously evaluate how emerging customer needs can be addressed in the future.

How do you position yourself in global competition?

Stueven: Competition is no longer defined by price alone. Increasingly, it is about reliability, service quality and the ability to create tangible customer value.

Our ambition is to be a trusted partner and to deliver a consistent, high-quality experience wherever our customers operate.

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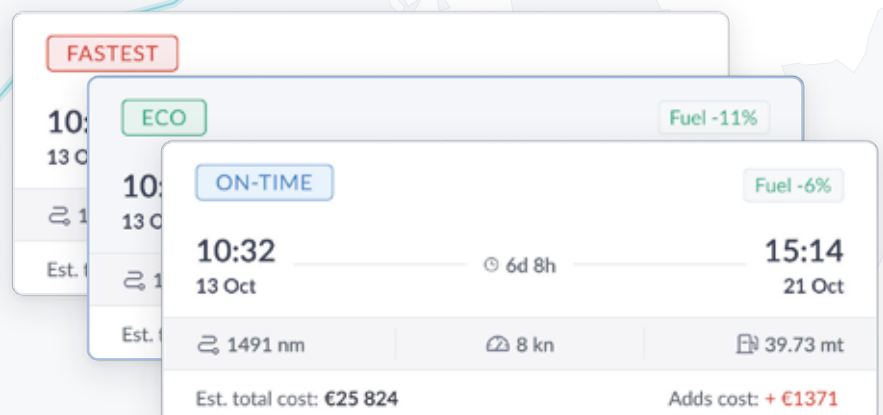
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What role does the global Wilhelmsen Ships Service network play in this?

Stueven: Our global network, with delivery capabilities in more than 2.000 ports, is one of our key differentiators. It enables us to support customers worldwide with a consistent quality and service standard – wherever they need us. At the same time, we remain close to local markets and can respond to specific requirements and regional challenges. For internationally operating shipowners, this combination of global reach and local expertise creates simplicity, reliability and planning security.

What importance does Germany have in this context?

Stueven: Germany plays an important role in our global operations, not only because of its strategic location but also because of its significance for European and international trade. Our teams in Germany, across both sales and operations, are well positioned to support local as well as global customers.

How do you approach leadership to enable efficient work?

Stueven: Leadership, for me, is primarily about creating the right environment for people to perform. That means building trust, reducing micromanagement, and combining different strengths and competencies in the team. I work with a very international, multicultural team, and I see this diversity as a real strength. Different perspectives lead to better solutions, and they make collaboration both effective and enjoyable.

How has this evolved in recent years, and what do you expect or plan for the future?

Stueven: My understanding of leadership has changed significantly over the years. Today, it is much less about having all the answers and much more about empowerment, guidance and enabling people to take ownership. At the same time, digitalization and AI are transforming how we work. Success depends not only on technology, but also on helping people adapt and grow. That is why we focus on capability building, continuous learning and sharing best practices across the team.

Personally, I strongly believe that learning never stops. We encourage each other to try new ideas, learn from one another and stay open to change.

How important are events like SMM for you?

Stueven: Events like SMM are extremely important for us. They offer a unique opportunity to engage directly with customers and partners, to exchange perspectives, and to stay close to market developments. They are also an important platform to reflect on our positioning and to strengthen relationships.

What do you expect from this year's SMM?

Stueven: For this year's SMM, I expect strong discussions around the key topics shaping our industry - particularly decarbonization, digitalization, and new technologies. At the same time, I see it as an opportunity to identify concrete business opportunities, strengthen our network, and gain new perspectives that we can bring back into our organization.

Wilhelmsen Ships Service supports shipowners in managing compliance, reducing emissions, and improving operational efficiency – with integrated products, services, and data-driven solutions. At SMM, we will present Mooring solutions (new generation Timm Master ropes and Line Management Plan), Refrigeration solutions (transition to low GWP refrigerant options & compliance), Gas Distribution System (GDS) for gas welding safety and compliance, selected Water solutions (clean and safe potable drinking water) as well as Revelle, Wilhelmsen Ships Service's emission monitoring solution.

SMM is, above all, a highly technical exhibition, and people come here to see and experience new products and services first-hand – to touch, test, and discuss solutions in detail. At the same time, shipping remains a people-driven business. That makes SMM one of the best platforms to not only connect with new stakeholders but also to maintain and deepen existing relationships. For us, it is the ideal environment to combine technical exchange with great networking opportunities.



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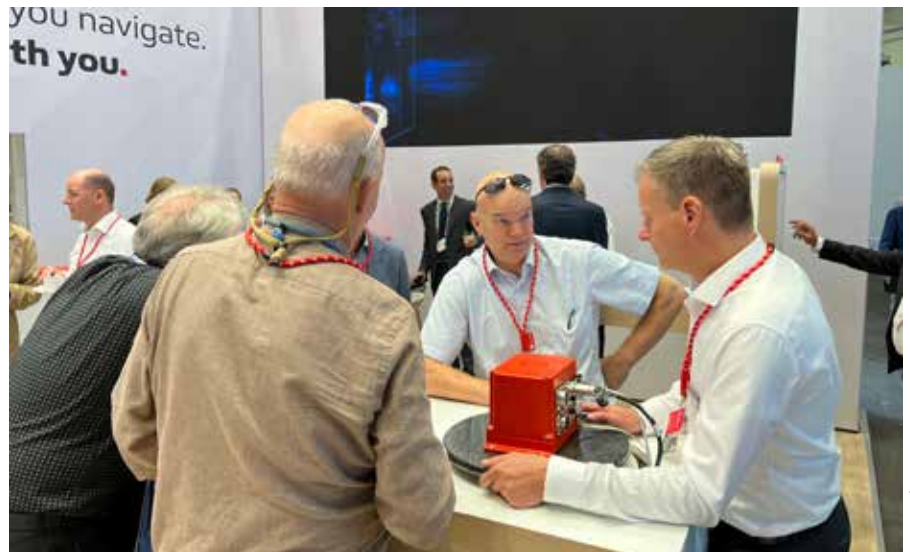
Anschütz launches new gyrocompass

At this year's SMM, Anschütz introduced the Standard 100 MF to the market for the first time, marking the next step in the evolution of its gyrocompass portfolio. Presented live at the Anschütz stand, the new system attracted interest from shipowners, shipyards and partners seeking reliable, maintenance-free heading solutions for commercial shipping.

With the Standard 100 MF, Anschütz brings vibrational gyro principles derived from proven hemispherical resonator gyro (HRG) systems such as the Standard 30 MF to a broader range of commercial vessels. The system applies these proven principles in a simplified, low-complexity design, supporting stable and reliable heading in daily operation. This is intended to ensure long-term durability and consistent performance without regular maintenance.

The Standard 100 MF is designed for integration into both newbuild and retrofit projects. It uses the same CAN bus as the Standard 22 NX and the Standard 30 MF, allowing it to be integrated into existing gyrocompass systems with just six wires. Standardised interfaces, straightforward commissioning and compatibility with existing bridge environments are intended to facilitate installation and adoption on board.

Communication complies with established maritime standards, including IEC 61162-450 for Ethernet networking,



© Anschütz

The new compass makes its debut at SMM 2026.

IEC 62923 for bridge alert management and IACS UR E27 for cyber security.

In addition to heading information, the Standard 100 MF provides motion data such as roll and pitch, supporting situational awareness and vessel operation.

According to Anschütz, the maintenance-free design eliminates the need for regular servicing and reduces operational effort. The system is designed to provide stable and predictable heading performance under maritime operating conditions, while its simplified system architecture is intended to support long-term stability and durability. Anschütz also points to reduced lifecycle costs, with the system designed to offer

competitive CAPEX and OPEX for fleet-wide deployment.

For newbuilds and retrofits, the Standard 100 MF is designed for straightforward integration into existing bridge environments. In addition to heading information, the availability of roll and pitch data can provide further information for situational awareness on board.

With the launch, Anschütz is making maintenance-free vibrational gyro technology available to a wider segment of the commercial fleet. Following its introduction at SMM, the Standard 100 MF is scheduled for market entry in 2027.

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Manta Marine teams up with RINA's Foreship

Manta Marine Technologies (MTT) has signed a framework agreement with Foreship, assuming full responsibility for Manta Air Lubrication, a solution based on Foreship's air lubrication system design.

Manta Air Lubrication is an energy-efficiency solution installed on more than 25 vessels. Applicable to both retrofit and newbuild projects, the technology is particularly well suited to large vessels, where it can deliver "significant efficiency gains", according to MTT. By creating a controlled layer of air beneath the hull, the system reduces frictional resistance, helping operators lower fuel consumption and associated emissions. Typical net fuel savings range from 3 % to 8 %, depending on vessel type and operating profile.

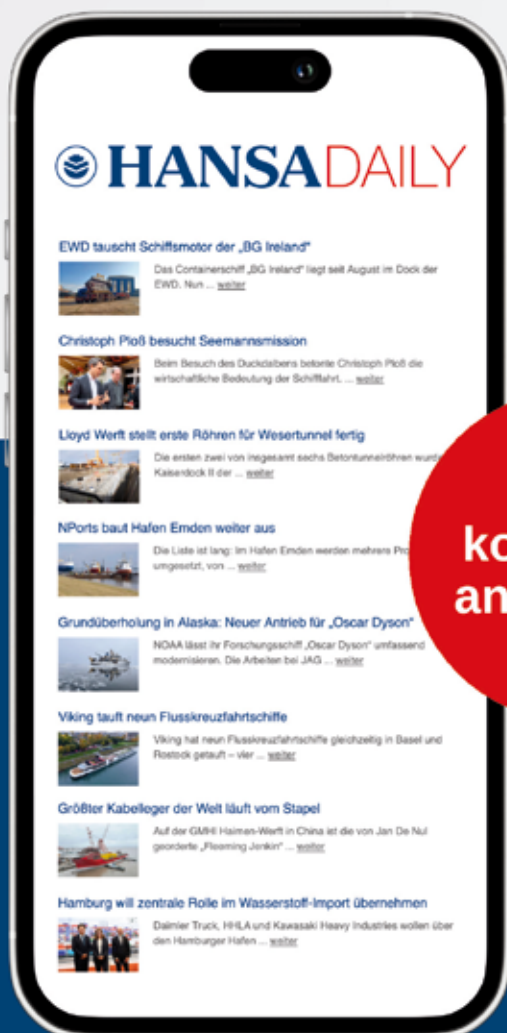
As part of the framework agreement, which was signed by both partners on the first day of SMM, Manta Marine will manage the full project delivery, from feasibility studies, design, and engineering to installation, commissioning, verification, and lifecycle support. The Finnish company Foreship – which last year has been acquired by the classification society RINA – will continue to support projects with full-scale Computational Fluid Dynamics (CFD) analysis and specialist engineering expertise during the feasibility phase, helping evaluate technical

feasibility, optimise system configuration, and establish realistic performance expectations. According to MTT, air lubrication is considered as a technology with significant potential to support decarbonisation efforts, but due to project complexity and other factors, adoption has been slow.

"We have a strong belief in the potential of air lubrication to transform maritime sustainability," said Aleksander Askeland, CFO of Manta Marine Technologies. "This technology is an excellent fit for MMT's portfolio of intelligent green technologies. By partnering with Foreship, we are ensuring that our customers receive a solution that is not only technically superior but can be seamlessly integrated."

"Foreship has developed and refined an air lubrication solution through years of research, engineering, and operational experience," said Jan-Erik Räsänen, Marine Energy Transition Executive Director at Foreship. "By combining our hydrodynamic know-how and full-scale CFD methodology with MMT's track record in efficient system delivery and rigorous performance validation, we can help shipowners evaluate, implement, and realise the benefits of air lubrication technology with greater confidence."

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Armada targets predictable air lubrication performance

The discussion around hull air lubrication is shifting from headline performance figures to predictable, vessel-specific results. While the industry has traditionally focused on fuel savings, emissions reductions and percentage improvements, shipowners are increasingly asking what a system will deliver under their own operating conditions.

Armada Technologies has developed its Passive Air Lubrication System (PALS) to address this requirement. Rather than relying on energy-intensive compressors, PALS uses the vessel's forward motion to drive seawater through internally mounted venturi pods. Each pod draws air from above deck, creates an air-water premix and injects microscopic bubbles into the hull boundary layer to reduce frictional resistance. According to the company, eliminating compressors reduces power consump-

tion, maintenance requirements and system complexity while simplifying installation.

A key feature of PALS is its wider operating window. Traditional compressor-based systems perform best within a limited range of vessel speed, draught and sea state. PALS is designed to maintain a stable lubricating boundary layer across a broader range of operating conditions. Independent pod control adjusts air delivery as conditions change, providing more consistent energy savings throughout a vessel's operating profile rather than under ideal sea trial conditions.

According to Armada Technologies, air lubrication performance depends on factors including hull form, operating profile, draught, speed and environmental conditions. Cavitation tunnel testing, towing tank trials, CFD model-



© Armada

Passive air lubrication system

ling and full-scale vessel validation have been used to strengthen the company's performance prediction capability.

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Yangcheng Road,
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- asianmarine2010@vip.163.com
- asianmarine2010@gmail.com
- asianmarine@asianmarine.de (for urgent matters)
- 0086 199 4605 4728

Hong Kong (registration)

Room 802, Yu Sung Boon Building,
107-111 Des Voeux Road, Central,
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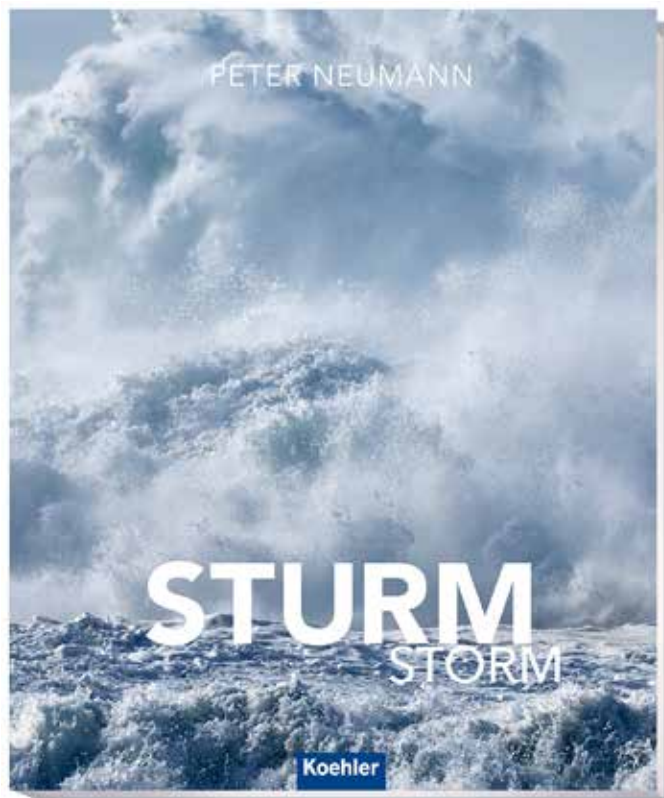
Storm

When all the ships are in port, Peter Neumann is out on the water, because this renowned photographer gets up close and personal with the power and force of wind and water, as well as storms and the sea. The result is a collection of spectacular and unique photographs of the world's stormy seas and coastlines.

"Storm" is the result of a marine photographer's decades-long effort to illustrate the mechanisms and effects of storms, thereby capturing the sheer force of the weather and the oceans through his camera lens. Because where words often fail, a picture begins. No other book captures the energy of the sea quite like Peter Neumann's breathtaking and sharply focused photo book. Enjoy the unique, personal perspective and the beauty of lashing wind and water on the high seas, captured in captivating images.

Peter Neumann – Storm

Author: Peter Neumann
Hardcover, 26 x 30 cm, 252 pages | Price € (D) 39,95
ISBN 978-3-7822-1326-4
Bilingual – German/English



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INTERNATIONAL MARITIME JOURNAL

Publisher
Prof. Peter Tamm †

Management
Peter Tamm

Editorial Department
Editor-in-Chief: Michael Meyer (MM) (V.i.S.d.P.)
Tel. +49 (0)40-70 70 80-212 | m.meyer@hansa-online.de

Editor: Peter Kleinort (PK)
Tel. +49 (0)40 70 70 80-206 | p.kleinort@hansa-online.de

Editor: Jannik Westerkamp (JW)
Tel. +49 (0)40-70 70 80-205 | j.westerkamp@hansa-online.de

Editor: Anna Wroblewski (AW)
Tel. +49 (0)40-70 70 80-209 | a.wroblewski@hansa-online.de

Editor: Joshua Wygand (JWY)
Tel. +49 (0)40-70 70 80-203 | j.wygand@hansa-online.de

Commercial Publishing Director
Florian Visser, Tel. +49 (0)40 70 70 80-312 |
f.visser@hansa-online.de

Media consulting
Susanne Sinß, Tel. +49 (0)40 70 70 80-310 |
s.sinss@hansa-online.de

Advert management
Sandra Winter, Tel. +49 (0)40 70 70 80-225 |
s.winter@hansa-online.de

Subscriber support | Sales
Schiffahrts-Verlag »Hansa« GmbH & Co. KG
Stadthausbrücke 4 | 20355 Hamburg
Tel. +49 (0)40 70 70 80-111 | abo@hansa-online.de

Sales and Marketing
Riccardo di Stefano, Tel. +49 (0)40 70 70 80-228
r.distefano@hansa-online.de

Eventmanagement
Kira Huisman, Tel. +49 (0)40 70 70 80-227
k.huisman@hansa-online.de

Publishing house and editorial department
Schiffahrts-Verlag »Hansa« GmbH & Co. KG
Ein Unternehmen der TAMM MEDIA
Stadthausbrücke 4 | 20355 Hamburg
Postfach 10 57 23 | 20039 Hamburg
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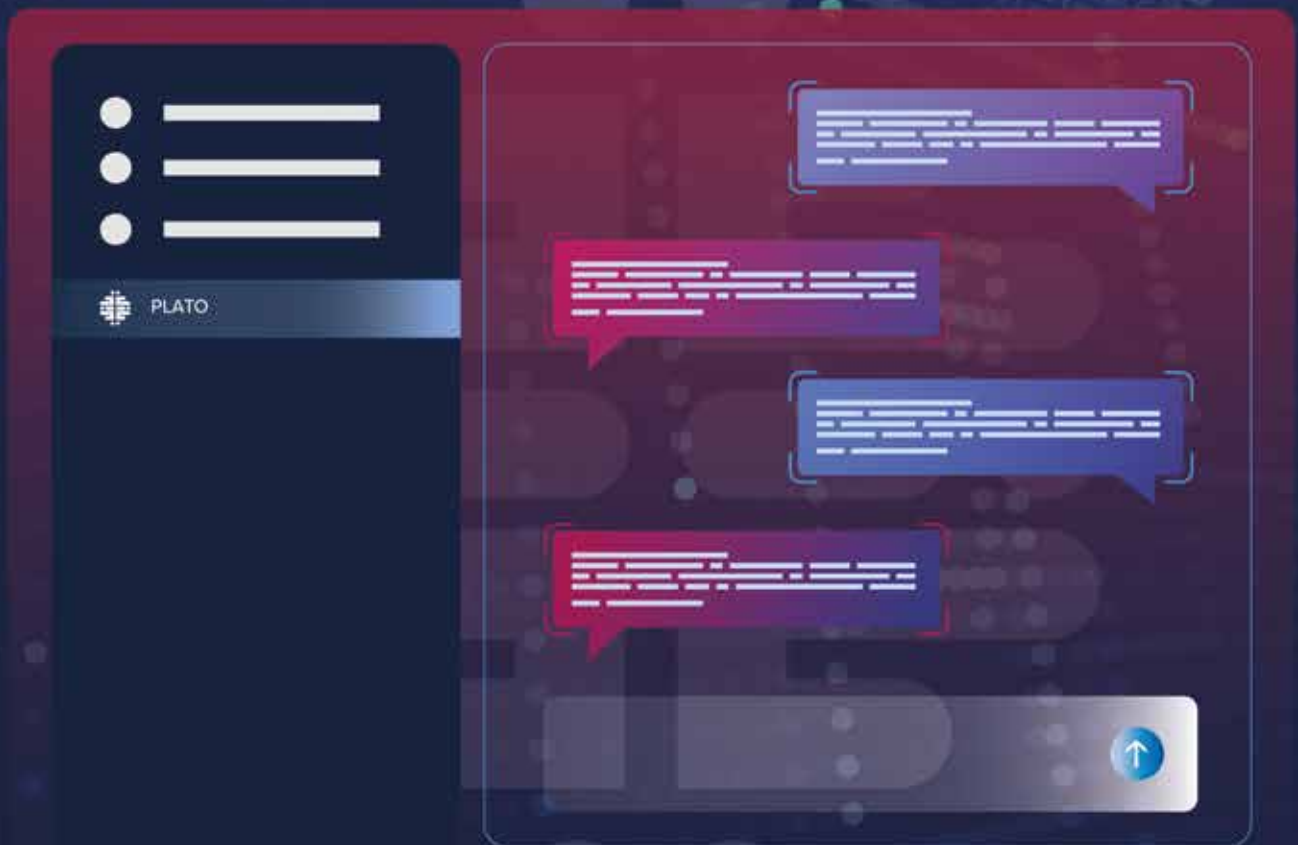


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