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HANSA DAILY



SMM

Newsire

Wednesday | 4-9-2024

Innovation and courage must be rewarded



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Kick-off with Uwe Fischer, Christoph Lücke (both HMC), Silke Lehmkoester (Hapag-Lloyd), Alberto Maestrini (Vard), Claus Ulrich Selbach (HMC), Uwe Lauber (MAN), Knut Ørbeck Nilssen (DNV Maritime), Magda Koczyńska (DG Move EU), Arsenio Dominguez (IMO), Gaby Bornheim (VDR), Dieter Janecek (Federal Government), Heiko M. Stutzinger (HMC), moderator Andrea Thilo

SMM 2024 opened yesterday with high-ranking representatives from the world of politics and the maritime industry. They gave a preview of the coming days of the leading maritime trade fair by discussing and elaborating on the current challenges and opportunities facing the shipping and shipbuilding industries.

Day 1 kicked off with video messages from German Chancellor Olaf Scholz, Honorary Patron of SMM, and Federal Minister of Economics Robert Habeck. Both emphasised the importance of the maritime industry for the German and European economies and for the global energy transition. In keeping with the

fair's theme of »Driving the maritime transition«, the ongoing decarbonisation was the overarching theme of all debates. »It's a transition and it will take some time. But we are driving it,« said Arsenio Dominguez, Secretary-General of the International Maritime Organisation (IMO).

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While the technology is available, other issues still remain to be resolved. »What we need now are bold investment decisions – and a system to reward that courage,« said Magda Kopczyńska, Director General of the European Commission's (EU) DG Move.

It turns out that uncertainty about the availability of green fuels is likely to be a key issue on the road to reducing emissions. Some 300 mill. t of fossil fuels will have to be replaced in the long term, with 120 mill. t of hydrogen needed for shipping alone. According to Martin Lauber, CEO of German engine manufacturer MAN, the technology to run vessels on new fuels is ready to be used. But: »We need a clear roadmap, sufficient production capacity and clear regulations to move forward.«

Over half of the new engine capacity ordered since 2023 focused on future-fuels technology, while interest in retrofitting existing vessels is also growing. »We have to be aware of the fact that most of the savings will come from the existing fleet,« says Silke Lehmkoester, fleet manager at Hapag-Lloyd. The Hamburg-based shipping line is currently undertaking a major overhaul of its fleet, which will see 150 ships optimised over the next few years.

Although ammonia has emerged as the »new kid on the block« and methanol is increasingly being chosen as a future fuel option, LNG will be needed in the coming years, the experts agreed. »This is not the time to turn away,« said Lauber. »It's available, it's safe, it's affordable and it helps reduce emissions.« But many shipowners are still hesitating.



Big crowd at the entrances on the first day of the SMM

© HMC

»Smart decisions and strategic investments are essential to lay the foundation for future emission reductions,« said Knuth Ørbeck-Nilssen, CEO of DNV Maritime. »In this situation, it is essential to apply all technologies that improve fuel efficiency.« One third of the climate targets set by the IMO could be achieved in this way. As these technologies largely rely on digitalisation, the shipping industry needs to drive the digital transition to pave the way to net zero.

Alberto Maestrini, Chairman of Vard and Head of Fincantieri's Offshore Division, highlighted the major challenges facing the shipbuilding industry. Europe must defend its position as a leading powerhouse in high-tech shipbuilding niches. »This will allow us to stay ten years ahead of the competition from low-cost countries,« Maestrini said. Magda Kopczyńska, Director General of DG

Move at the EU Commission, reiterated the Commission's support for the industry: »The objective of strengthening the sustainability, resilience and competitiveness of the sector remains unchanged and we will work on further initiatives to that aim.«

Germany is ready to take a leading role in these efforts, confirmed Dieter Janeczek, the German government's coordinator for the maritime industry, adding: »For this reason, we have initiated a process with all relevant stakeholders for a national action plan for climate-friendly shipping, which will be adopted in 2025.«

Gaby Bornheim of the German Shipowners' Association cited some strong figures for the increase in female seafarers in German shipping, from 5.8% in 2022 to 7.1% in 2024. She said that 37% of trainees are women. ■

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Melanie Leonhard
State Minister for Economic Affairs
and Innovation of the Free and Hanseatic City
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A signpost for the future of the maritime industry

Being one of the leading trade fair and conference events in the maritime industry, the SMM provides insights into the latest global trends and technological developments that will characterise the industry in the years to come. As such, the SMM has always been a signpost for the future of the maritime industry.

At a time when global challenges such as climate protection are more urgent than ever, we need bright minds, the exchange of ideas and international co-operation. For this, Hamburg is an ideal venue.

As a harbour city, Hamburg is closely linked to the maritime economy. As Germany's largest seaport, we have played a central role in supplying people with

goods and raw materials for centuries. This role has made us an important hub for global trade and has shaped our understanding of the need for innovation and sustainability in the maritime industry. I wish all exhibitors and visitors a successful SMM 2024, many new contacts, good discussions and a pleasant stay in Hamburg. ■

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SURVITEC

New white paper urges reform of methanol fire safety guidelines

Global Survival Technology solutions provider Survitec has welcomed new guidance from classification society DNV on the fire safety arrangements for methanol-fuelled vessels but advises that more work is required before ships running on methanol can be completely fire-safe. Findings from a Survitec study carried out earlier this year and published in the White Paper ‘Do we need new fire safety standards for methanol?’, distributed to industry for the first time at SMM 2024 in Hamburg, confirmed existing fire-fighting methods are insufficient for methanol.

“Current water mist-based Local Application Firefighting (LAFF) arrangements, for example, had no effect on a methanol fire even after five minutes of continuous operation,” said Michał Sadzyński, Product Manager, Water Mist Systems, Survitec.”

The safety study conducted by Survitec found two factors were key to putting out a methanol engine room fire: the volume of water released under pressure and the discharge pattern of the water. This required adjustments to the water pump supply and the water mist nozzle’s spacing and placement height to achieve the right coverage to completely extinguish the fire.

“While the LAFF system is a localised first-response system that focuses on the most likely source of a fire, generally the engine, a gas-based Total Flooding solution – CO₂ or Survitec 1230 Clean Agent – will also be required to cover the entirety of the machinery space,” said Sadzyński.

The firefighting foam typically used to extinguish bilge hydrocarbon fires was also found to be inadequate, even alcohol-resistant foams using conventional nozzles and water:foam ratios, leading Survitec to develop new nozzles and attachments. These nozzle adaptors aspirate the foam, allowing it to expand within the space and to extinguish methanol, diesel, heptane and lubrication oil fires. Trials of the new nozzle also confirmed that fluorine-free alcohol-resistant foam was just as effective with the new adaptor for methanol fires as standard AFFF alcohol-resistant foams.

Maciej Nieścioruk, Product Manager, Foam and Clean Agent Systems, Survitec, said: “DNV-RU-SHIP Pt.6 provides addi-



Safe shipping: Survitec is a leading supplier of fire solutions to the maritime industry

tional guidance on the Total Flooding, Bilge Foam and Local Fire Fighting requirements for engines running on methanol. This helps clarify international guidelines under IMO’s MSC.1/Circ.1621, which many ship operators have found confusing. However, we still believe more needs to be done.”

Systems must adapt for methanol

A particular issue of concern is that international guidelines do not provide clear test protocols for alcohol-based fires. These are required, says Survitec, because the firefighting systems, foams and nozzle configurations used for hydrocarbon fires are ineffective in extinguishing alcohol-based fuel fires. As a result, system arrangements must be adapted to work for methanol fire, with system performance then tested and verified in the lab.

“Local Application Firefighting systems are not covered at all in the IMO rules, and there is no mention of any fire safety adjustments being required for the safe use of methanol (CH₃OH) as a marine fuel, although some classification societies like DNV, are starting to specify additional requirements,” Nieścioruk said.

“In practice, this means that firefighting measures for methanol will largely be based on those that exist for hydrocarbon fuels, which we now know will not put out a methanol fire,” he said.

The tests carried out at the RISE Fire Research Laboratory, Trondheim, Norway, one of the world’s largest research organisations on fire, showed that for Category A Machinery Spaces, three separate systems are required to protect the

ship and crew from methanol-fuelled engine fires.

The Survitec fire safety team has since been working to raise awareness of the key challenges surrounding methanol fire safety and share their findings from the safety study. They are already discussing with other class societies and shipyards how to develop comprehensive requirements covering all vessel types.

“We encourage all stakeholders to come together to address methanol’s unique fire risks and create clear standards, new testing protocols and updated safety rules for methanol to ensure we keep our vessels – and most importantly – our crews, safe”, said Sadzyński.

The new Survitec White Paper ‘Do we need new fire safety standards for methanol?’ can be downloaded for free from survitecgroup.com

Hall B4 | booth 214

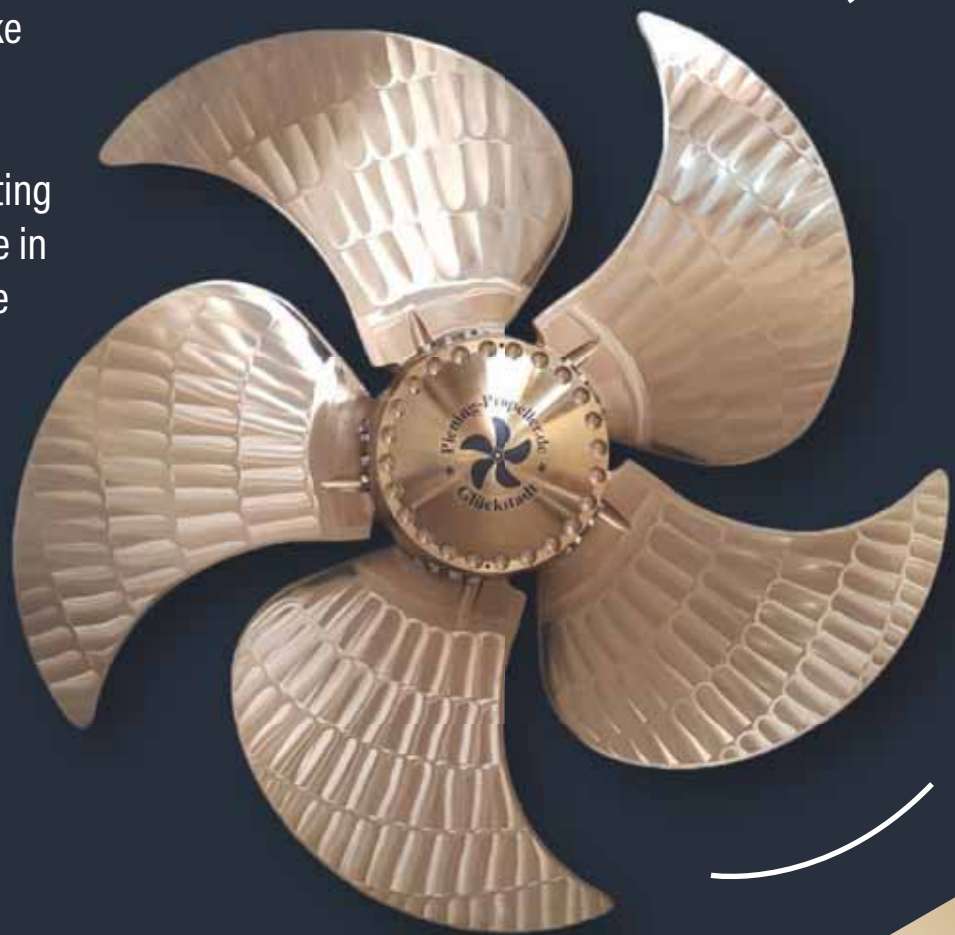


The White Paper is available online

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Hall A3 | booth 226

PETER GAST SHIPPING

Extended repair team brings fresh energy



The new Repair Trio (from left): Alexander Gast, Sanem Söz and Nick Zetzsche

© Visser

Just in time for SMM, the Hamburg-based company Peter Gast Shipping is introducing its extended repair team, consisting of Sanem Söz, Nick Zetzsche, and Alexander Gast. With this move, the specialist in new builds, repairs, and conversions is undergoing a generational shift and is placing its bets on a young team that brings experience in both shipping and the logistics and transport sectors.

Sanem Söz, originally from Izmir, Turkey, studied Maritime Business Administration. After graduation, she gained experience as a chartering broker in Turkey

before fulfilling her dream of working as a repair agent at Peter Gast Shipping, and she is also a member of WISTA Germany.

Nick Zetzsche brings 25 years of business experience to the new repair team, in addition to his training as a shipping merchant and his engineering degree from Glasgow. Having grown up in West Africa and Australia, he has worked in various roles and countries within the maritime industry. He has been serving as an agent at Peter Gast Shipping for the past year.

Alexander Gast, grandnephew of the company's founder Peter Gast, began his

career in maritime navigation, where he worked as an officer for many years after completing his training and a degree in nautical studies, eventually obtaining his captain's license. At the same time, he completed a degree in industrial engineering and recently led successful digitalization projects in Global Commercial Development at Hapag-Lloyd. In the spring of this year, he joined the family business, bringing with him extensive experience in maritime operations and project management. As announced at the 41st Peter Gast Shipping Regatta, Alexander Gast will succeed Hans-Joachim Lemcke.

The new Repair Trio brings a breath of fresh air to the company by offering expert advice and mediation services worldwide, supporting shipping companies with shipyard projects, including complex retrofitting and conversions. Instead of splitting the market, the trio members work together and support each other to consistently deliver the best possible solutions. Through this dynamic teamwork and mutual support, they achieve optimal results for clients, backed by the experience of the entire PGS-team. However, according to Alexander Gast, what remains unchanged is the personal closeness to the customer and the focus on their needs. »It's not about us, it's about trust,« Alexander Gast describes the company's credo. Meet the new Repair Trio at the SMM:

Hall B3, Ground Floor, Stand 204

An advertisement for Wärtsilä. It features a high-angle, cutaway view of a large ship's hull, showing internal structures and machinery. The ship is set against a dark blue background. In the top right corner, the Wärtsilä logo is visible. On the left side, there is white text: "Your partner in navigating decarbonisation with confidence". Below the text is a QR code with the Wärtsilä logo integrated into it.

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Ankeri's journey after winning the Award

Today, the International Maritime Start-ups Event takes place at SMM. The highlight of this competition is going to be the award ceremony. We spoke with Jörn Springer from Ankeri Solutions, the award winner at SMM 2022



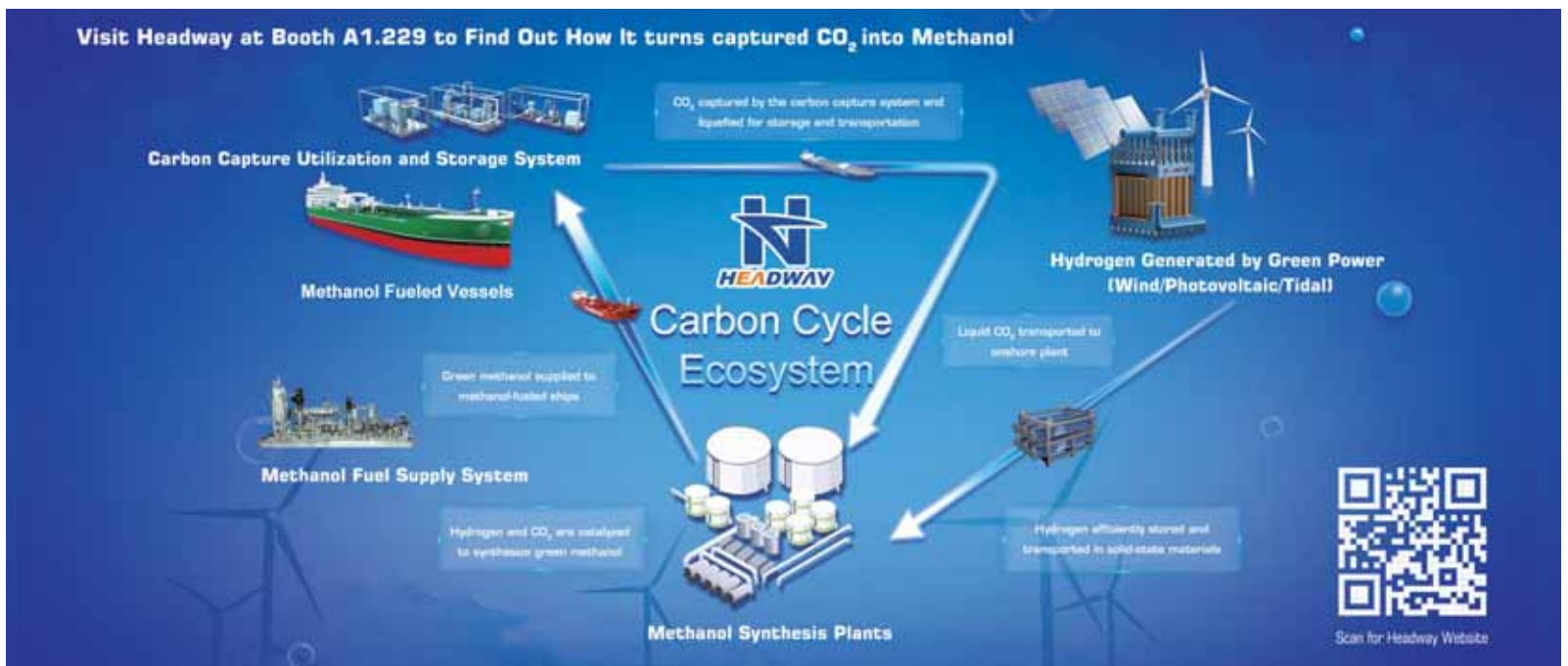
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At the last SMM, Jörn Springer and his colleagues from Ankeri Solutions received the Maritime Start-up Award

Two years ago, the Maritime Start-up Award was presented at SMM. Ankeri, a company specializing in innovative software solutions, beat a total of 16 start-ups to take first place. Ankeri not only won first place, but also a media package from HANSA magazine, which was a partner of this event – worth 10,000 euros. We asked Jörn Springer, who is responsible for Customer Success at Ankeri, how the company has developed since then.

At the SMM 2022, Ankeri took part in the Maritime Start-up event. What motivated Ankeri to participate?

Jörn Springer: Essentially, we participated in the 'Maritime Start-up' event to showcase how we can consolidate shipping data turning complexity into useful information in day-to-day operations to generate business value. At that time, coming out of the Covid, we were looking to re-engage in a somewhat fresh, engaging, and inter-



active format with the market. While screening opportunities at SMM, the Maritime Start-up Night seemed to have an attractive mix of accessibility, visibility, and media coverage.

You were up against 15 competitors. In your opinion, what particularly impressed the jury?

Springer: Ankeri addresses the issue of transparency and the need for collaboration in the shipping industry. We pitched our »Aware App« as a modern and engaging way to raise wider awareness of what is often communicated more technical and lesser crisply: transition in the maritime industry to reduce climate impact. The idea of tackling this challenge alike any other goal in sports and presenting it in a »sporting app-like style« was well received and related. At the time, the Aware App was the latest addition to our robust cloud-based software platform that enables maritime stakeholders to manage data, collaborate, optimize fleet utility, increase efficiency, and promote sustainability. I also think it didn't hurt either that our innovative SaaS products were already used by leading global shipping companies. Winning the Best Maritime Start-Up award was a great honor and underscored the impact of our work.

Has your participation in this SMM event had an impact on your company since then?

Springer: Building on our success from the last SMM in 2022, where we were awarded Maritime Startup of the Year, we continued our positive momentum. Since the last SMM, we've been in a full scaleup mode. Growing product maturity into strategic application areas, growing the team with great talents, and exponential growth with new and long-standing partners is the name of the game. Our focus remains on bringing software products to the maritime shipping market to help our customers contextualize and consolidate their data to achieve quality and efficiency gains.

Ankeri supports shipping companies in complying with environmental regulations such as the EU ETS. How do you stand out from the competition? What is your unique selling point?

Springer: Working with Ankeri on ETS Management delivers significant add-on value beyond just EUA accounting. Ankeri will continue to be part of our customers' digital landscape and be agnostic to partnerships for the better of our customers. This is where value exists beyond being compliant.

Ankeri's founding idea targeted ease of data handling, data consolidation, and a controlled way to collaborate on data. This is from commercial, technical, or strategic data right from the beginning. We enabled customers to navigate past challenges like CII and its simulation, we do so for EU ETS today and we strive to be part of the solution for future challenges such as Fuel EU or others.

We expect the maritime industry to face unknowns and challenges during this transformational period and foresee an even stronger demand to address challenges collaboratively. The foundation to address those efficiently is the ability to deploy data, integrate with the strongest digital tools at hand, now and in the future, and provide secure access for collaboration with partners and service providers.

As EU ETS is a cornerstone of the EU's policy to combat climate change, our EU ETS module is an end-to-end management solution that provides real-time tracking of EU Allowances compliance, automatically aggregated from fleet voyages. These new regulations demand even further engagement and collabor-



Jörn Springer, VP Customer Success, Ankeri Solutions

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ation between operators and managers. As Ankeri's solutions are designed to facilitate data/information sharing between internal and external stakeholders our platform has proved to be quite the perfect platform to meet these challenges. The Ankeri tech stack simplifies EU ETS Management and Compliance while strengthening the shipping companies' adaptability for future regulatory measures.

Looking at the industry, what problems do you see the shipping industry facing in the future, and will this lead to the development of new products at Ankeri?

Springer: We are standing in the middle of some megatrends like decarbonization and digitalization. With emerging tools like AI with automated workflows, much manual work might disappear. Single events such as Covid have impacted a lot, making flexibility and digitalization more important. The maritime industry needs to invest in preparation, extending, and changing businesses. While there are challenges to overcome for the industry, we are focusing on being a part of the solution. We believe the key is to use a scalable approach, leveraging the tech stack available and ensuring interoperability. We are seeing solutions maturing and we believe digital solutions are unlocking value potential unprecedented within our industry. Today shipping companies are collecting a lot of data that often becomes a burden because of outdated processes and

tools. We strive to be the digital catalyst to leverage value from that data.

When you look to the future. Where do you see Ankeri as a company in five years time?

Springer: We have been fast growing and I am confident to continue the growth path. We will stay super focused on being a good company for the shipping industry and fully engage with our customers to bring the utmost value by turning data into information. Our customers appreciate our strong cross-functional approach between technical and commercial data. They value that similar data can be applied to different workflows. We believe we will continue to see faster development cycles. We look forward to the challenges ahead and the opportunities they will bring.

To service the shipping industry, we were born global, and we are investing more and more to have a local presence as well. I believe in the next 5 years our theme will be more and more on scaling up both commercially but as well we will continue investing in development. We strive to become the go-to partner for any data-driven company in the industry.

I want to express gratitude to HANSA and the organizers for their support. Ankeri will continue to present robust, proven digital tools.

Hall B6, booth 514



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HALL B6 | OPEN STAGE

Start-Ups @ SMM 2024

Today marks the 6th Maritime Start-up Day & Night in Hamburg. This year, the event is once again being presented by SMM in Hamburg. Participants are maritime start-ups from all over the world. They will present their new business ideas on various topics in the digital or analogue market sector.

Start-ups that have booked a stand at SMM Hamburg will present their company to the SMM audience at the prefinal pitches on the afternoon of today's trade fair day. An expert jury will honour the best start-up in each category. At the Maritime Start-up Night in the evening, one of the 4 best pre-winners will be named Best Maritime Start-up 2024. The event will conclude with a networking event with drinks and food.

The winning start-up will receive, among other things, a HANSA media booster package worth 10,000 euros.

Agenda

- 11:25 Open Stage | Hall B6
- 11:30 – 12:10 Pitch & Panel "Ship Operations / Management"
- 12:20 – 13:05 Pitch & Panel "Digital Ship"
- 14:10 – 14:55 Pitch & Panel "Ship Performance / Fuel Saving / Environmental"
- 16:00 – 16:45 Pitch & Panel "Portrait your company"
- 19:30 Maritime Start-up Night & Award Ceremony (Location: Karoline)
- 20:00 – 24:00 Exclusive Aftershow-Party / Get-together with live-music, drinks & some food (Location: Karoline)



Find out more about the maritime Start-ups!

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Halle B6, Stand B6.137



.steute

»Reliable communication is a strategic asset«

Reliable communication is far more than just a tool in the maritime world—it is a strategic advantage. Ben Palmer, President of Inmarsat Maritime, provides insights into the technological innovations the company is presenting on the occasion of this year's SMM



© Inmarsat Maritime

Ben Palmer OBE, President, Inmarsat Maritime

Mr. Palmer, what technological innovations does Inmarsat plan to present at this year's SMM?

Ben Palmer: At this year's SMM, we are presenting Inmarsat's latest innovation, NexusWave, a fully managed connectivity solution designed to redefine maritime communications. NexusWave is a bonded multi-dimensional network that offers high-speed connectivity, unlimited data, global coverage, and a secure by design infrastructure.

NexusWave is a masterclass in integration, bringing together the high-speed capabilities of Global Xpress Ka-band, low-Earth orbit (LEO) satellite services, and coastal LTE services, augmented by reliability of L-band. Looking ahead, we are excited to enhance this solution with the ViaSat-3 Ka-band upon its expected entry into service in 2025, which promises ultra-high-capacity and high speeds.

In today's world, reliable communication is not just a tool; it's a strategic asset that provides a significant competitive edge. We understand that our customers are looking for solutions that are not only high-performing but also tailored to their specific needs and deliver guaranteed outcomes. NexusWave stands out by meeting these critical demands and more. We are confident that NexusWave will be a transformative force in maritime communications, empowering our customers to operate with confidence, virtually anywhere in the world.

How does Inmarsat Maritime contribute to enhancing the safety and well-being of crews at sea?

Palmer: In June this year, we published the fourth edition of our annual Future of Maritime Safety report. This edition once again highlights the impact of anonymized safety data in enhancing our understanding and identifying areas where proactive safety measures are crucial. By sharing data from our Global Maritime Distress and Safety System (GMDSS) distress calls, we promote transparency and encouraging a more open dialogue about safety incidents, which is essential for overcoming the stigma associated with these discussions. Our goal is to foster a culture of safety among all maritime stakeholders and to enhance the safety and well-being of our seafarers.

In pursuit of this goal, in April 2024, we initiated the SEA-CARE Working Group. This group brings together senior leaders from across the maritime sector to focus on safety through the lens of distress calls, ship casualties, and incident data. During our first session, there was a unanimous call for a shift from a reactive to a proactive approach to safety, exploring ways to share safety data, aiming to develop a comprehensive and actionable safety landscape that benefits the entire maritime industry.

Additionally, we continue to prioritize direct enhancements to crew safety with our Fleet Safety service. It is designed with an

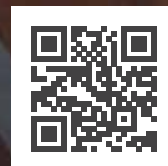


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emphasis on user-friendliness and enables seafarers to easily access essential features and establish communication with maritime rescue coordination centers (MRCCs) during emergencies. With the capability to contact a network of over 70 MRCCs via voice or instant messaging at the push of a button, we are setting new standards in maritime safety communications.

What role does Inmarsat Maritime play in promoting sustainable practices in the maritime industry, particularly concerning emission reduction and environmental protection?

Palmer: As we continue to steer our efforts towards sustainability in the maritime industry, it's clear that connectivity plays a pivotal role in enabling decarbonization. Our innovative solutions are supporting shipping companies by enhancing their ability to collect, transfer, and analyze onboard data. This capability empowers them to make informed, performance-based decisions that help optimize their operations and lead to significant efficiency gains.

We have witnessed remarkable outcomes through these initiatives, with some cases showing emission reductions of nearly 12%. This achievement is a result of deploying the right technology and leveraging precise data to refine and enhance operational efficiencies.

How does Inmarsat Maritime position itself compared to other providers of satellite communication services in the maritime sector?

Palmer: At Inmarsat Maritime, we pride ourselves on being at the forefront of satellite communication services, continuously evolving our offerings to meet and exceed the dynamic needs of the maritime sector. Today's shipping companies demand not just connectivity but the assurance of uninterrupted, high-speed communication capabilities under any circumstances. To meet this critical need, we have strategically embraced a bonded multi-network approach.

Central to our strategy are several new high-capacity geostationary (GEO) satellites scheduled for launch in the near future. These satellites enhance our ability to provide flexible, robust coverage, complemented by the significant, steerable capacity of the upcoming ViaSat-3. This combination ensures that we deliver unparalleled performance for essential, mission-critical operations across the globe, particularly in regions with high traffic.

In the maritime communications discourse, there's often a perceived dichotomy between GEO and LEO technologies. However, at Inmarsat, we see immense value in intelligently orchestrating a network that integrates the unique advantages of both GEO and LEO, along with other technologies like LTE and L-band. This integrated approach is perfectly encapsulated in our NexusWave service, ensuring that we continue to meet the high expectations of our maritime customers, who rely on us for dependable, cutting-edge communication solutions.

In your opinion, what are the biggest challenges facing the maritime industry in the next ten years, and how does Inmarsat Maritime plan to address these challenges?

Palmer: Over the next decade, the maritime industry faces significant challenges, primarily driven by the rapid pace of digitalization and enhanced collaboration. As we look ahead, the effective management and utilization of data will become increasingly critical.

One of the key challenges is ensuring that our industry can scale its operations to meet the demands of digitalization. This means not only adopting more sophisticated data-driven processes but also ensuring that our connectivity solutions can handle increased data loads. This will require enhanced bandwidth and faster connectivity to support these advanced technologies.

At Inmarsat Maritime, we are deeply committed to supporting the industry through these transitions. Our latest service, NexusWave, is a prime example of this commitment. NexusWave offers unlimited data, which allows our customers to scale their data usage based on their specific needs without worrying about bandwidth limitations or unexpected costs.

This capability is crucial for enabling the necessary collaboration and data sharing that optimize maritime operations. It supports improved scheduling like just-in-time port calls, enhances communication among stakeholders, facilitates the development of green corridors, and more. Importantly, it allows for better decision-making by providing the insights needed for smarter, more efficient operations.

As the maritime industry accelerates its digital transformation, scalable, high-bandwidth connectivity like that offered by Inmarsat Maritime will be indispensable. It will empower the industry to meet the challenges of digitalization and gain competitive edge in an increasingly data-driven world. ■



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The Kaufbeuren-based company Imes presents a new generation of its measurement device EPM. The well-known EPM types (EPM-Peak, EPM-XP, EPM-XPplus and EPM-XPplus-vibro) are battery powered, compact and light-weight handheld devices for 2- and 4-stroke diesel engines that convince with

their ease of use, robustness and high accuracy. The new generation is a unique further development, that offers one common hardware for all EPM types. This enables a simple upgrade from peak

pressure indicator EPM-Peak up to engine analyser EPM-XPplus-vibro. The user can purchase a licence file for an upgrade to a higher version and it is not necessary to send the device back to Imes.

The collected data of all EPM types can be displayed and evaluated on the EPM visualization software. Via USB port the device will be connected to a PC and the visualization software identifies the EPM type and activates the corresponding monitoring functions. Depending on the instrument peak pressure, pressure- and combustion behavior, performance data as well as valve time will be evaluated and analyzed.

The created measurement files can be sent to the superintendent in the shipowner office who is able to download the visualization software from the Imes homepage free of charge.

If the PC is connected to the Internet, the EPM will automatically check if there are any firmware- or visualization software updates. The user can install the updates which are free of charge. Further new features are a larger and more comprehensive display and two additional function keys for an easier menu handling.

Hall A2 | booth 235

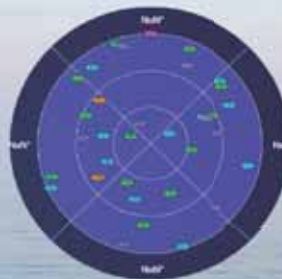
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Hall B6,
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On 4th September 2024 we open once again the doors for International Maritime Start-ups presenting their new business products at the SMM Hamburg. The entrance to the stage is free.

Join us in Hall B6 | Digital & Security Stage.

PROGRAM



11:25 - 12:10 Pitch & Panel "Ship Operations / Management"



12:20 - 13:05 Pitch & Panel "Digital Ship"




14:10 - 14:55 Pitch & Panel "Ship Performance / Fuel Saving / Environmental"



16:00 - 16:45 Pitch & Panel "Portrait your company"



19:00 - 24:00 Maritime Start-up Award & Aftershow-Party (@ Karoline) 

www.maritimestartups.de

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DAMEN MARINE COMPONENTS

Advanced rudder technology

DMC designs and manufactures a range of systems for different markets, be it short sea, fishery, dredging, defence & security, inland navigation or yachting.

The Dutch company has over 150 years of experience as a supplier in the maritime industry. Its portfolio encompasses high-lift rudders, heavy-duty steering gear, nozzles, control and monitoring systems, and winches. There are three production locations, one in the Netherlands, one in Gdansk-Poland, and one in Jianying-China. Most products are built in-house to ensure the highest quality and short communication lines. One of Damen's energy saving devices is the ESPAC rudder – »our most efficient rudder system«, the company says. The ESPAC rudder has an asymmetric leading edge and rudder bulb. The asymmetric leading edge is said to improve the water flow by directing the turbulent water



© Damen Marine Components

Damen's ESPAC rudder efficiently directs turbulent water along the rudder blade

along the rudder blade more efficiently, »and even more efficiency is achieved by the bulb«. The rudder bulb is positioned right behind the centre of the propeller and eliminates turbulence to create a better flow along the rudder blade. According to Damen, it results in a more

stable and directed water flow, which generates more thrust. »This advanced rudder technology contributes to the sustainability ambitions of shipowners and charterers that aim to operate vessels that cause minimal emissions.«

Hall A4 | booth 212

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HALL B6
BOOTH 526**

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GRIFFIN GROUP

Filtration specialist celebrates its 20th anniversary



The Singapore-based Griffin Group has expanded globally to include a presence in over 60 countries in the past 20 years. As one of the earliest exhibitors at SMM, Griffin Group is excited to celebrate its 20th anniversary at SMM 2024. Griffin Group is a global provider of products and

services for the filtration industry. Griffin's multi-grade filtration media elements have tested to be 99.8% effective in separating water from fuel and bio-diesel fuels and can remove solid contaminants as small as 2 micron in size.

Griffin manufactures its proprietary line of filtration systems as well as OEM/OES products to many engine companies in its own factory. This ISO 9001 certified factory houses production lines for die casting, plastic injection and filtration product manufacturing. Griffin's lab-tested filtration systems help save fuel, reduce maintenance costs, and prolong engine life. Griffin has ABS Type Approval by the American Bureau of Shipping for its line of fully stainless-steel fuel filter water separators. Griffin's other products include Fuel Filters, Hydraulic Filters, Oil Filters, Air Filters and Water Jet under its sister brand iFIL. For those looking for filtration products for engines or aftermarket replacements, Griffin's local distributors can be contacted. Send an email to sales@griffinfilter.com.

NORIS

Automated solutions for propulsion and more



© Noris

Noris offers a wide range of automation management technology

The Noris Group will be presenting automation solutions, measurement technology and visualisation for shipbuilding at this year's SMM. Noris has been supplying innovative measurement and automation technology manufactured in Germany for 100 years. Its comprehensive portfolio offers customised solutions for modern ship applications:

- Alarm, monitoring and control systems for engines, generators and auxiliary systems. These systems enable continuous monitoring and rapid response to critical machine conditions in order to maximise operational safety.
- Propulsion control systems provide precise control and monitoring of the drive unit to enable accurate control and optimised performance.
- Energy management and power management systems ensure optimum distribution and utilisation of energy on board to increase efficiency and profitability.
- Noris' remote access and telemetry system enables remote monitoring of machine data and offers innovative remote service solutions for maximum flexibility and fast problem solving.
- Its speed, temperature and acceleration sensors for maritime applications round off the portfolio and ensure precise measurements under demanding conditions.
- Automation solutions for OEMs: Integration of customised solutions for engine and transmission manufacturers, optimised for specific requirements and operating conditions.
- Main switch boards for power distribution

Hall B | booth 316



Two-stroke combustion sensor TCS-01CA®-PMI

- > for application on electronically controlled 2-stroke diesel engines
- > suitable as replacement sensor on PMI-auto-tuning-systems



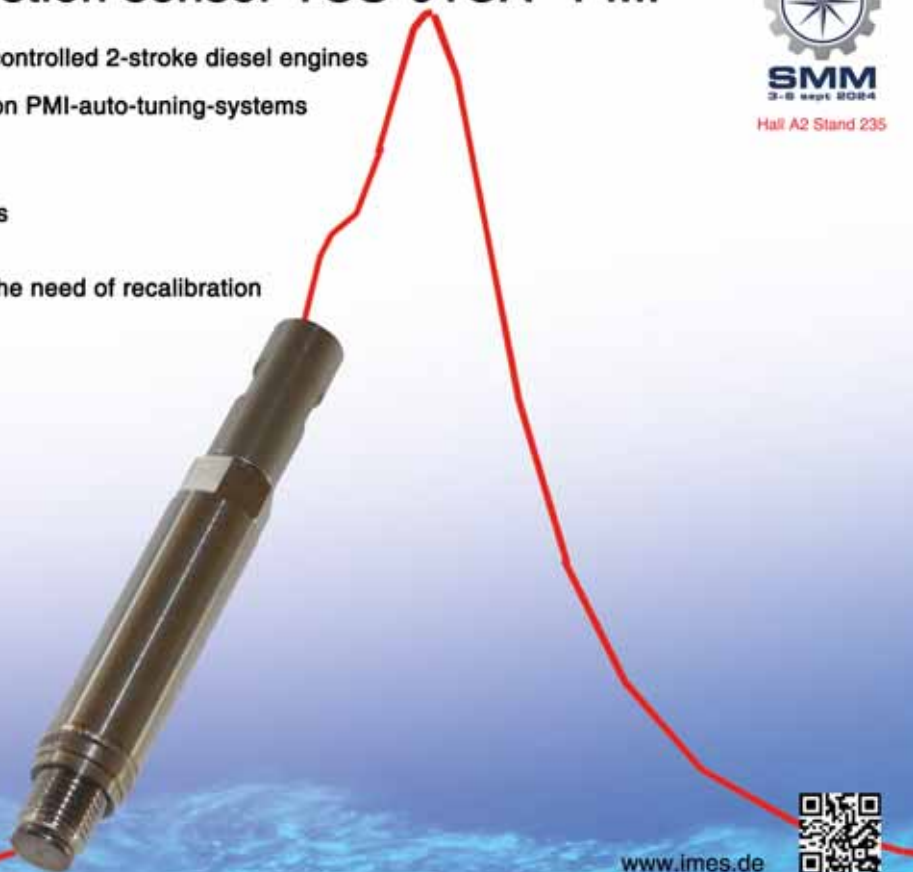
Characteristics

- continuous measurements on two-stroke diesel engines
- very good thermodynamic performance
- outstanding longevity and constant sensitivity without the need of recalibration



Marine Application

Bureau Veritas Class NK DNV Korean Register
Lloyd's Register RINA



www.imes.de



STEELPAINT

Reliable coatings and on-site support

Steelpaint is a German coatings company producing high-performance single-component coatings based on polyurethane. These products are marketed worldwide under the »Stelpant« brand, a registered trademark, for use in the ship-building industry and in hydraulic and civil structural engineering

Steelpaint MCPU products are suitable for application at temperatures ranging from -5°C to +50°C and at air humidity levels of up to 98%. All too often, two-component coatings suffer as a result of mistakes made during mixing or go to waste because the reaction time has been exceeded. According to Steelpaint, their coatings overcome both these problems and can be applied using brushes, rollers or airless spraying. These coatings are said to withstand high levels of mechanical strain. Cargo and Container holds including the tank tops coated with Steelpaint SP-PU-

ZINC primer are protected from corrosion. These properties make the Steelpaint materials ideally suitable for all deck areas, hatch covers, coaming, lashing bridges and the outer hull areas. Easy application and high surface tolerance have convinced many international shipowners to use their SP-Zinc for regular crew maintenance dur-

ing voyages as well. Steelpaint also supports clients on-site to provide solutions to their needs, analyzing their specific anti-corrosion requirements and developing tailor-made concepts, after which application engineers assist throughout the coating process.

Hall B5 | booth 315



© Steelpaint

Steelpaint's coatings are suitable for different applications and temperatures

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REINTJES

New gearbox for small and fast ships

Reintjes will traditionally be taking part in the 31st edition of the SMM in Hamburg. With the »WVSA 1542«, the Hameln-based company is presenting a gearbox from one of its new series. Visitors will have the opportunity to take a look at the down-angle gearbox with beveloid gear stage at the 110 square metre Reintjes stand – in its original size.

There will be also a control lever and display next to the gearbox. »This allows interested parties to see exactly what happens during the virtual journey,« says Reintjes Managing Director Klaus Deleroi.

As a highlight, the Reintjes project manager came up with the idea of an augmented reality visualisation. Using a tablet, it is possible to look inside the gearbox – including the technical simulation of various operating states.

In addition to the down-angle design, the new gearbox will be characterised by



© Reintjes

SMM visitors will have the opportunity to examine the new »WVSA 1542« gearbox up close

a hybrid functionality with three main features, Deleroi explained. »These are electrical energy generation, the creation of additional torque through the supply of electrical energy and purely electric driving in conjunction with an electric motor.«

He added: »The WVSA 1542 is an aluminium gearbox and is suitable for small and fast ships. We are currently equipping an Italian ferry company with it, for example.«

Hall A4 | booth 211



#MEASUREMENT

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- » AOM Coriolis meters
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Navigating the digital wave

Inmarsat report highlights growing importance of connectivity for ships to fully transform into floating offices and online homes

While ship connectivity is already supporting lives at sea that rely heavily on digital technologies through work and leisure hours, shipping remains hungry to move more data at faster rates.

A recent survey of 60 ship owners and operators conducted for Inmarsat showed 83% anticipating a greater reliance on digital applications within the next five years.

The survey – part of the report *The Digital Wave: Transforming vessels into floating offices and remote homes* – captured 88% of the seafarers concerned as already having access to the Internet for work and leisure, with an average of five hours a day spent completing work-related tasks.

With digital demand continuing to climb, Inmarsat Maritime recently

launched NexusWave, a fully managed service underpinned by a ‘bonded’ multi-dimensional network, offering high-speed connectivity, unlimited data, global coverage, and ‘secure by design’ infrastructure.

The new service seamlessly integrates multiple high-speed networks in real time – Global Xpress (GX) Ka-band, low-Earth orbit (LEO) services, and as-available coastal LTE service – with a layer of L-band for resiliency. This blend of networks can allow ships to fully transform into floating offices and online homes.

The floating office

The process of ships increasingly functioning as floating offices marks a

departure from the conventional maritime model in which vessels are operated and managed in isolation. In the floating office concept, onboard systems and processes are integrated with onshore and cloud-based infrastructure to enable a fast, uninterrupted flow of information between ship and shore.

Ship operators say around 80% of maintenance can be done remotely when everybody in globally spread offices is able to pull up the same screen and the same information as that on a ship to diagnose problems on a vessel.

Reliable high-speed Internet connection allows them to realise cost savings by moving critical IT functions like email to the cloud while remote inspections through video streaming can reduce expensive travel to vessels. At the

same time, crews gain access to the whole range of IT services that were hitherto only available on shore.

The adoption of continuous remote monitoring systems on ships alerts seafarers to potential equipment failures early, reducing downtime while helping to control excessive fuel consumption.

Crews are also increasingly using smart ship technologies to optimize route planning and manage energy consumption.

The use of artificial intelligence (AI) systems at sea is on the rise, enhancing the situational awareness that helps seafarers detect targets and make timely collision-avoidance decisions. By reducing the navigational burden on crew, these tools can also minimise fatigue-induced errors.

Handling hotspots

Today, congestion in connectivity hotspots such as ports can impact the reliability of connectivity services. This is particularly critical as ships near shore and navigation becomes more complex, increasing the demand for bandwidth-intensive processes.

Of the ship owners and operators surveyed, 67% confirmed that their dependence on digital tools and applications increases as the vessel approaches shore, with 63% stating they rely more heavily on remote operations close to port where navigation is more complex.

Inmarsat says its future-proof NexusWave solution is designed to deliver fast, always-on connectivity as well as

enterprise grade firewall security. It will also integrate the next-generation ultra-high capacity high-speed ViaSat-3 Ka-band service after its expected entry into service in 2025.

Marco Cristoforo Camporeale, Vice President Strategy and Business Development, Inmarsat Maritime, said NexusWave aims to meet requirements to expand services that will ensure greater operational efficiencies and environmental benefits plus cyber security.

»NexusWave can ensure that ship operators will gain a competitive advantage from reliable communications tailored to their evolving needs and rooted in high performance and certainty.«

Inmarsat's combination with Viasat last year brought together innovation capabilities, and network assets of both businesses to create a synergy that has been integral to the development of NexusWave, Camporeale added. »Through this we will ensure unmatched connected confidence for our customers well into the future.«

The rights connection

And enhanced onboard connectivity will be of increasing importance during leisure as well as work hours. In 2022, in a major breakthrough for seafarer welfare, amendments to the Maritime Labour Convention 2006 made crew connectivity a regulatory requirement. Yet even before then, the provision of high-speed onboard Internet access had established itself as a major competitive differentiator among shipowners looking to employ the best seafarers.

The importance of enabling crew to maintain contact with loved ones is also reflected in the Inmarsat report, which found that 80% of respondents primarily use free time on board to communicate with friends and family. Meanwhile, 70% use leisure time to browse the Internet, 64% to make and receive video calls, and 54% to watch films. They are all activities that rely on stable, high-speed connectivity. ■

About Inmarsat Maritime

Inmarsat Maritime is a Viasat company. It is a provider of global satellite communication for the maritime industry. The company offers reliable and secure connectivity solutions for vessels worldwide, supporting navigation, safety, monitoring, and communication. Inmarsat Maritime is known for its high-speed broadband services, used in challenging maritime environments.

www.inmarsat.com

NexusWave

Fully managed connectivity service

Multi-orbit, multi-band network: globally reliable Ka-band, low-latency high speed LEO, coastal LTE and resilient L-band

Multiple high-speed networks: future ViaSat-3 upgrade bringing additional high speed bandwidth when and where it's needed most, even in hotspots

Seamless network bonding: unique SD-WAN technology aggregating available capacity to maximise throughput and enable 'always-on' connectivity with unlimited data

inmarsat.com/NexusWave

Connected
Confidence



inmarsat



- Hall A1**
 - Ship operation equipment, environmental technologies
 - ▲ Deck equipment, cargo handling systems
- Hall A2**
 - Pumps, valves, compressors, new fuel technologies
- Hall A3/A4**
 - Prime movers, propulsion systems and new fuel technologies
- Hall B1**
 - National pavilions
- Hall B2**
 - Shipyards, shipbuilding industry
 - Production equipment, ship engineering and design
- Hall B2/B3**
 - National pavilions
 - Maritime security and defence
- Hall B3/B4**
 - Shipyards, shipbuilding industry
 - National pavilions
- Hall B5**
 - ▲ Marine interiors, heating, ventilation, air conditioning
 - ▲ Safety equipment, fire protection, marine coatings, corrosion protection

- Hall B6**
 - Navigation and communication
 - Electrical equipment, electric drives, automation, lights, sensors and indicators, software and IT
 - Marine technology
- Hall B7**
 - Shipbuilding materials
 - National pavilions
- Hall B8**
 - Shipyards, shipbuilding industry, navigation and communication, electrical equipment, automation, software and IT

Hall B3 | booth 100–108

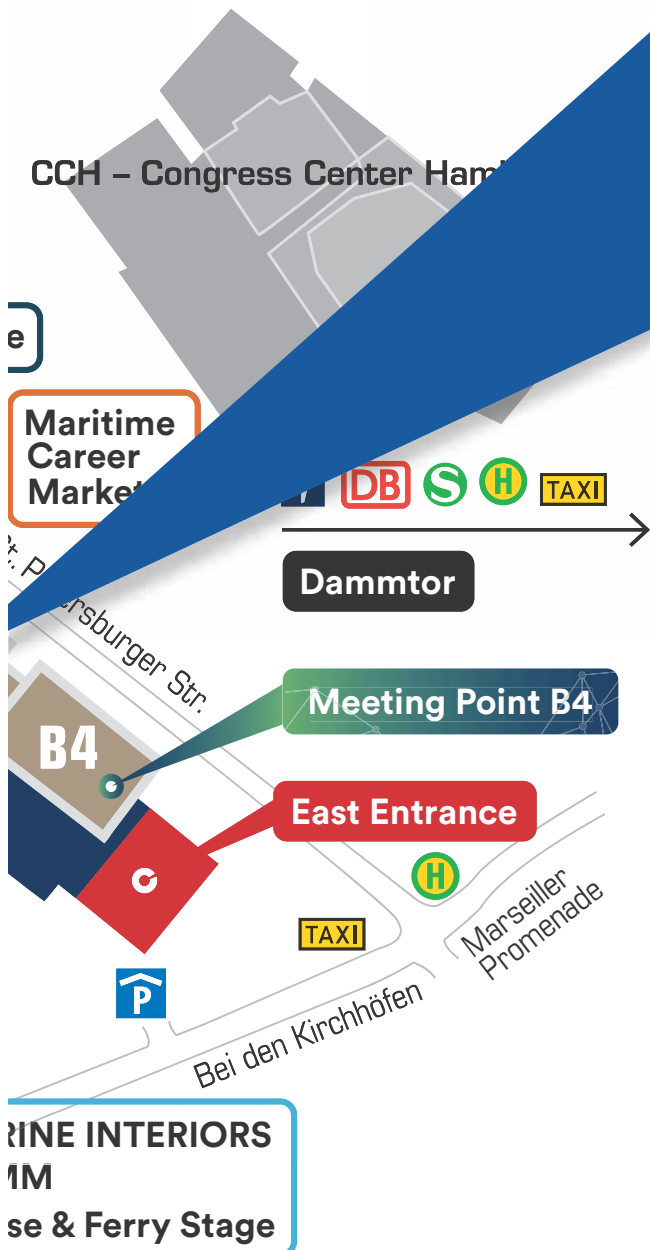


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Hall B3.0G | booths 100 – 108, 110, 112, 201, 203, 205, 207, 209, 211, 213



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Ministry of Foreign Affairs
and International Cooperation



Digitised workflows for scalable shipping operations

As we are in the middle of digitalization and decarbonization megatrends, there are opportunities for shipping companies to utilize modern software infrastructure to leverage data for improved business performance



Ankeri provides infrastructure to consolidate operational, commercial and technical data

© Ankeri

flows. Ankeri infrastructure is designed with the objective to integrate and share data via APIs. Ankeri's The Data Connections Hub provides means to consolidate both reported ship data (noon reports) and sensor data to create fleet abstracts. Ankeri Ships is a fundamental part of the infrastructure where ship particulars, files and events can be stored.

Ankeri offers to contextualize the expected operation pattern to include Terminals, and Services-related information such as port calls, speed regimes or terminal implied boundaries. In addition, the Companies module provides an overview of owners, charterers, and brokers registered in your Ankeri account.

Ankeri was founded on the principles of developing software products by applying modern technology to connect dispersed data sets and workflows to simplify ship management and operational often quite manual processes.

Ship management and operations are more complex than ever, making effective collaboration and digitalization imperative. Ships collect diverse data in various formats, and without advanced digital infrastructure, shipping companies face challenges with incompatible data streams, double entries, manual spreadsheets, and misalignment between stakeholders. With stricter regulations and rising efficiency demands, traditional manual processes struggle to keep up. The maritime industry's challenge is transforming data into real value in a scalable and repetitive way, a process that can seem lengthy and challenging. Recognizing these challenges, Ankeri has developed solutions that not only address the current regulatory and operational demands but also anticipate future needs with scalable software as a service platform.

Ankeri was built on the premise of transforming the maritime industry through the power of data democratization

and stands out with its motto of »Differentiate with Data«, solving these problems with its cutting-edge value proposition and technology

Ankeri creates value from day one by enabling the understanding of the data by consolidation and contextualization. Ankeri's solutions allow maritime stakeholders to take full control of their often-large data volumes and create instant value by organizing and cultivating their commercial, operational, and technical ship data, optimizing fleet utility, and increasing efficiency. Ankeri's platform brings data streams together consistently to share and manage them securely without significant IT expenditure, to harness data in ways that drive meaningful change and progress.

Ankeri provides modular software infrastructure in four main value categories for shipping companies to effortlessly become data-driven, reduce environmental impact, and improve performance and bottom-line results going forward.

Data Consolidation

By bringing together commercial, technical and operational data Ankeri unlocks the potential for automizing tedious work-

Operation and Decarbonisation

Ankeri Chartering module consolidates and manages charter parties' contract data and fixture events for a clear overview of the fleet's deployment and performance, manages and monitors off-hires and damage reports. One of the main issues with keeping track of different hire invoices is the burdensome manual process. Ankeri's most recent feature in chartering, »Semi-automated Invoicing«, generates a sequence of hire invoices based on agreed charter party terms and ad hoc costs, automatically deducts off-hires, and generates statements of accounts.

As described by our trusted customer and early adopter of the new functionality of invoicing, Selin Pektas – Operational Manager from Ernst Russ AG: »Before joining forces with Ankeri, we relied on spreadsheets and various APIs, which were difficult to manage, costly, and inefficient. Now, Ernst Russ consolidates various data streams—ship profiles, contract details, performance metrics, and semi-automated invoicing—into one consistent user experience. Ankeri has eliminated the need for these disparate tools, streamlining our processes,



Ankeri's modular software infrastructure

reducing errors, and strengthening collaboration across departments.»

Fleet Management provides a comprehensive overview for scheduling and visualizing dry dock projects for all stakeholders. The EU ETS module ensures real-time compliance with EU Allowances by aggregating data from fleet voyages, tackling the complexities of the evolving Emission Trading System. Additionally, the CII feature calculates the Carbon Intensity Indicator to support adherence to upcoming regulations.

Strategy

For owners, managers, operators, and charterers alike, understanding how to find the best-performing vessels for specific trades and their characteristics is crucial for planning. Ankeri's advanced simulation tools provide valuable insights, enabling operators to make informed decisions based on a range of emission scenarios. This capability drives operational efficiency, helping our customers optimize their fleets and re-

spond proactively to changing conditions, lower costs and emissions to improve strategic decisions. To enable holistic and contextualized future scenarios, we believe that any decision making should be based on three main pillars: market insights into the market with regards of supply and demand, the vessel evaluation offering in-depth understanding of assets in hand, the contribution of future emissions by CII or other simulation scenarios.

Collaboration

Collaboration and transparency are the basis for establishing long-term trust, and maritime stakeholders expect transparent and smooth interactions that improve decision-making and reduce waste while making better use of everybody's time. Ankeri's collaboration modules modernize, streamline, and enhance transparency in maritime stakeholder interactions and automate processes in secure, user-friendly workspaces for communication.

Ankeri Workspaces enable secure sharing of vessel specs, contracts, damage reports, and CII performance with external and internal stakeholders in controlled manner. Ankeri Reports streamline process management and data quality control with both built-in and custom options, easing the workload for teams handling large data volumes. The Aware App, a mobile app for tracking fleet activity in an accessible way inspired by sports apps.

By combining Ankeri's established expertise with cutting-edge software technology, Ankeri is setting new benchmarks for efficiency, compliance, and sustainability to harness the value of your maritime data.

Hall 6 | booth 514

About Ankeri

Ankeri is a »Software as a Solution company« specializing in providing innovative software solutions for the maritime industry. Ankeri provides digital infrastructure for shipping companies to collect and manage fleet data while digitalizing workflows and facilitating collaboration. Ankeri's tools assist shipping companies in optimizing vessel performance, reducing emissions, and advancing sustainability initiatives.

www.ankeri.net



Differentiate with data



Visit us at SMM 2024, stand B6.514

We are demonstrating holistic charter party management, fleet data consolidation, decarbonisation modules including EU ETS and CII, a new hire invoice generation feature, and more!

www.ankeri.is

BACHMANN ELECTRONIC

Competence for control systems

At SMM Hamburg 2024, Bachmann electronic will be presenting its expertise in open standards for maritime applications. Among other things, the focus will be on the integration of the various elements within a control system using Module Type Packages (MTP), Data Distribution Service (DDS) and Open Bridge Architectures. Bachmann electronic will also be demonstrating its competence around eco-friendly solutions through various initiatives aimed at a sustainable marine world. Several new products will also be presented at the fair:

Firstly, the OT1300 panel PC. The OT1300 family has been equipped with the latest Intel hardware, resulting in faster data processing and higher performance. The diverse configuration options enable optimization for a wide range of requirements and reduce overall costs.

Secondly, the automation specialist is introducing an improved version of its GMP232 controller-integrated grid measurement and protection module. The ABS (American Bureau of Shipping), BV (Bureau Veritas), DNV, LR (Lloyd's Register), KR (Korean Register), ClassNK and RINA certifications ensure worldwide use on ships and offshore installations. With higher power transmission capacity and improved insulation concepts, the GMP232/x2 is ideal for use in critical applications.

Thirdly, the brand new, Red Dot Award-winning I/O system M100. Bachmann electronic from Feldkirch in



© Bachmann electronic

Bachmann electronic will demonstrate a variety of new systems at SMM 2024

Austria will also be presenting the 2.0 version of its »Smart Power Plant Controller« (SPPC). The updated product includes extended control processes and supports the integration of various energy sources in an overall system, for example for supplying energy to a ship. Bachmann electronic is also pushing for-

ward around cyber security: the OPC UA server of the M200 controller now offers end-to-end encryption, making old standards such as FTP obsolete. This makes it more resistant to hackers carrying out cyber-attacks on ships, port or offshore facilities.

Hall B6 | booth 307



**Meet us
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Hall B6
Booth 304

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ANSCHÜTZ

Improved autopilot navigation

Anschütz, experts in navigation and bridge systems, will be exhibiting their entire portfolio for safe and efficient navigation – from gyrocompasses to fuel-saving autopilots, from steering control systems to integrated navigation systems (INS). All Anschütz products at SMM also fulfil the cyber security standards of the IACS, the company says.

With the new NautoPilot 5000 NX, Anschütz will be presenting an autopilot that not only features the proven high-precision steering algorithms, but also offers fuel-saving functions. To achieve optimum efficiency in terms of fuel consumption and emissions, NautoPilot 5000 NX combines automated functions such as an adaptive ECO mode or course control and the brand-new and unique toe angle function with an intuitive assessment of the actual steering performance. For shipowners, lower fuel consumption means the opportunity to optimise the CII rating of their vessels.

With the electronic logbook eLog, another innovation has matured at Anschütz and will be demonstrated for the first time at the SMM with its fully expanded range of books and functions. Visitors to the stand will be able to see a full demonstration of the eLog and arrange a free trial. Synopsis INS comes with the latest software version which introduces a range of smart functions, particularly on the Electronic Chart Display and Information



Anschütz's »NautoPilot« offers steering algorithms and fuel-saving functions

System (ECDIS). From further improved voyage management and predictions to special functions for offshore vessels, research vessels or coast guards, there are new software modules that support safe navigation and successful work at sea.

Hall B6 | booth 304

ANTTI MARINE

E-Hinge technology aboard cruise ships

The »Icon of the Seas« entered service in January 2024. Antti Marine delivered over 3,200 e-hinges for certain types of state-room doors onboard the cruise ship. The e-hinge and an online RFID lock connect the door to the ship's ethernet network. The lock is also supplied with electricity via the e-hinge (PoE). The cabin key can then be used as an identifier, for example when the passenger buys services onboard or in a partnered resort.

Conservative systems leave the online cabling exposed when the door is open, making it vulnerable to accidental damage, and even vandalism. In the intelligent system, the cabling between the door leaf and the door frame is implemented with an e-hinge. So,

the cable is invisible and protected all the way. The functionality of the e-hinge has been tested thoroughly, the company stated. It is maintenance-free and corrosion resistant, the company says. It has been tested according to the EN1935 standard for durability up to class 11, which is over 200,000 test cycles for an 80-kilogram door. The electronic operation of the e-hinge is tested in as many as three stages: first mechanically and for the electronic features at the hinge manufacturer, then the wiring is tested in a pre-cabled hinge with RJ45 connectors, and finally, the e-hinge is tested when installed in the finished door.

Hall B5 | booth 210

HASYTEC

Ultrasonic antifouling



© HASYTEC

German-based HASYTEC is one of the leading companies in AI-controlled ultrasonic antifouling. With eight years in the market, over 1,000 vessels are now equipped with HASYTEC's ultrasonic antifouling technology, applied to propellers, thrusters, freshwater generators, and seawater cooling systems. The technology is type-approved by Lloyd's Register and delivers astonishing results. Marine growth and fouling are permanently prevented, leading to significant fuel and CO₂ savings, stopping the spread of invasive species, and eliminating the need to release heavy metals like copper into our oceans. The system can be installed by the crew without requiring service engineers or incurring travel expenses.

Hall B5 | booth 321

SUBSEA EUROPE SERVICES

Expertise in hydrographic

Headquartered in Rostock, Germany's North Sea marine technology hub, Subsea Europe Services will emphasize its role as a sought-after systems integrator for specialized installations on survey vessels, research vessels, and autonomous platforms. As experts in hydrographic and related systems, Subsea Europe Services partners with leading manufacturers, including Sonardyne, Imenco, and R2Sonic, providing shipyards with easy access to complete integrated solutions for advanced newbuild and retrofit vessels.

As a joint exhibitor at SMM with Subsea Europe Services, global underwater technology pioneer Sonardyne will focus on its systems for Dynamic Positioning, such as the Sprint Nav DP, highlighting its advanced technology and applications in the maritime industry.

Hall B7 | booth 232



Ihr Partner für ein verbessertes Schiffbetriebsverhalten

Damen Marine Components ist auf die Entwicklung und Herstellung von Manövriersystemen spezialisiert. Unser Fokus liegt auf maximaler Antriebseffizienz. Von standardisierten Komponenten bis hin zu maßgeschneiderten Lösungen. Mit über 150 Jahren Erfahrung auf dem maritimen Markt bieten wir Produkte und Dienstleistungen von höchster Qualität an. Mit unserem 24/7-Service und entsprechendem Netzwerk sorgen wir dafür, dass Sie immer auf Kurs bleiben, egal wo, egal wann.

Besuchen Sie uns am **Stand #212** in Halle A4 während der SMM.

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ABEKING & RASMUSSEN

Yachts, minehunting and multi-purpose vessels

Since the foundation of the shipyard more than 115 years ago, Abeking & Rasmussen (A&R) has built 6,500 sailing and motor yachts, naval vessels, and special ships. The shipyard, which carries out development, design and construction in-house in Lemwerder, supplies customers all over the world. A&R can build yachts and ships up to 125 m in length. Last year, the »Liva°« – with 118 m the largest yacht to date – was delivered to its owner.

Furthermore, last year the Lemwerder-based shipbuilder also handed over the next generation of minehunting vessels made of high-strength, non-magnetic steel to the Indonesian Navy. This material was processed using an innovative 3D laser welding process. In the history of A&R, more than 360 units have been developed, designed and built for navies worldwide. The Indonesian Navy has already placed another order, the company reports.

In December 2022, A&R was commissioned to build a 105 m hydrographic vessel. As the ship concept is based on a proven Fassmer design, the project has been handled jointly from the beginning. The new vessel will be used for various research activities in the world's largest archipelago state. It will also be used to enhance SAR capabilities in Indonesian and international waters. The client is the Indonesian Institute of Hydrography »Bantu Hidro-Oceanografi« (BHO). The vessel will be operated



© A&R

A&R has built 6,500 ships in more than 100 years

by the Indonesian Navy. Delivery is scheduled for December 2025. A&R is also currently building three multi-purpose vessels of approximately 100 m length for the Federal Waterways and Shipping Administration of Germany. These special ships will be the first in the world to be powered exclusively by LNG for operation in hazardous atmospheres.

Hall B4 | booth 212



Loading Computer Stowage Planning Fleet Performance

Hall B6.310

www.kaleris.com

STUCKE GROUP

International network protection and control

Stucke Group is assuring the availability of energy on land and at sea through network protection and control systems. The company manufactures its products, including software development, exclusively in Hamburg. The multifunctional protection and control systems offer engine control, as well as comprehensive protection functionality for generators, motors, transformers and other feeder lines, besides differential and grid protection. Functionalities include power management, DP system logics, arc protection for low, medium and high voltage systems, for gas and diesel engines, gensets and power units as well as hybrid systems. With more than 40,000 installed systems they have grown into a market leading position.

Amongst Stucke's customers a variety of system integrators, shipyards, shipowners and -managers, designers, owners and operators of power plants, sites for generation of renewables or of emergency energy systems can be found. For the maritime industry, Stucke offers solutions for all types of ships, boats,

vessels and offshore applications. Stucke's control and protection devices are not only customizable, flexibly programmable and expandable, but also innovative and robust. They are type-certified and also comply with relevant cyber security rules. The company has offices in Germany, Serbia, India, China, Korea and sales and service representations around the globe. Product training, service and support are available worldwide, including repair service and spare parts. One of the Stucke protection and control devices is specially designed as retrofit solution.

Engineers and technicians have long-standing work experience as well as detailed knowledge of the stucke protection systems. The project department offers customers planning, design, production, installation and commissioning of complete and tailor-made switch and control cabinets for low and medium voltage solutions.



DNV-certified power management (© Stucke)

Hall B 6 | booth 430

CCS Alternative Fuels Evaluation Systems



Alternative fuels evaluation of principles

A comprehensive assessment of the suitability of different alternative fuel vessels can be achieved from the aspects of technology, economy, environmental protection, supply, policy and safety, ect.



www.ccs.org.cn

Availability Feedstock and production infrastructure	Applicability Existing fleet and bunkering infrastructure	Technology maturity TRL (production and use)
Energy density Requirement of space for fuel storage	Economic Cost - fuel, bunkering and ship modifications	Safety Safety in operation and toxicity
Standards Existence of standards and certifications	Global sustainability Direct and indirect GHG	Local sustainability Air pollutant emissions, impacts on water

www.ccs.org.cn

AQUAMETRO

Accurate fuel consumption monitoring

Since 1928, Aquametro Oil & Marine is active as manufacturer and supplier of measurement, optimization and monitoring solutions for all kinds of fluids on ships, vehicles and industrial applications. Not least with an eye on the needs regarding the EU Emissions Trading System (EU ETS), »accurate fuel consumption monitoring on vessels is essential for saving money and reducing emissions«, the company says. Aquametro's flowmeters, Remote Monitoring System and Fuel Performance System can track fuel consumption and provide valuable data that can be analyzed to identify inefficiencies and optimize performance. Operators can thus take corrective measures to improve fuel efficiency and reduce emissions.

In addition, emissions can also be reduced using alternative fuels. By using Aquametro's onboard fuel blending system GreenBLEND, it is already possible

today to add by small efforts sustainable biofuels to ships which still mainly use conventional fuels such as HFO or MDO, and thus sustainably reduce CO₂ emissions in shipping. Already in 2023 EEXI and CII came into force. The measure currently used most frequently on the market to meet EEXI requirements seems to be the ship power limitation in form of engine power limitation (EPL) and/or shaft power limitation (SHaPoLi).

»By measuring the shaft rpm, shaft torque and shaft power our Shaft Power Meter is a cost-effective solution that is key for measuring ship performance and fuel/propulsion efficiency. It stands as a key element in our Fuel Performance System that provides full transparency of all fuel and power parameters of the vessel operation process«, Aquametro says. The SHaPoLi Monitoring Display monitors the shaft power limit and in



© Aquametro

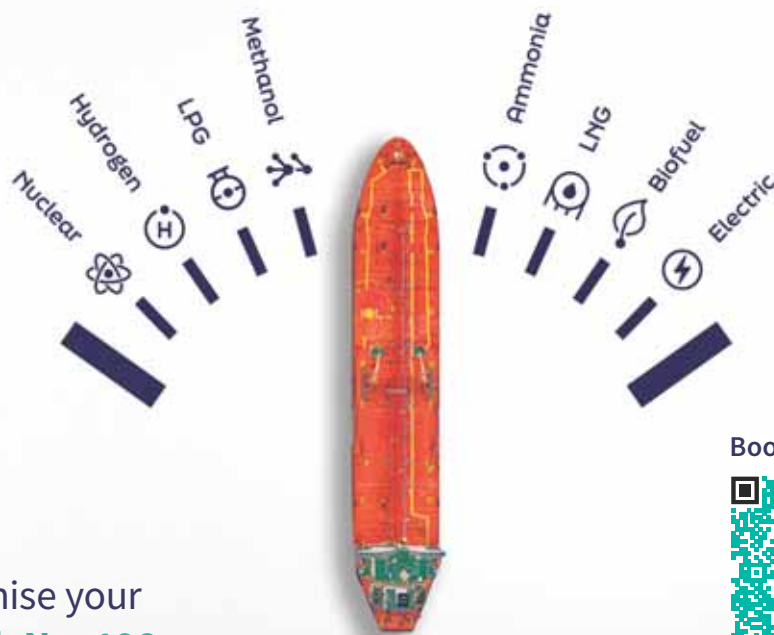
Aquametro provides a both easy and accurate overview of a vessel's fuel consumption

case of exceedance gives a visual and an acoustic signal. All data is automatically recorded in a tamper-proof manner.

Hall A1 EG | booth 333

Fuel for thought

Expert insights into the future of alternative fuels



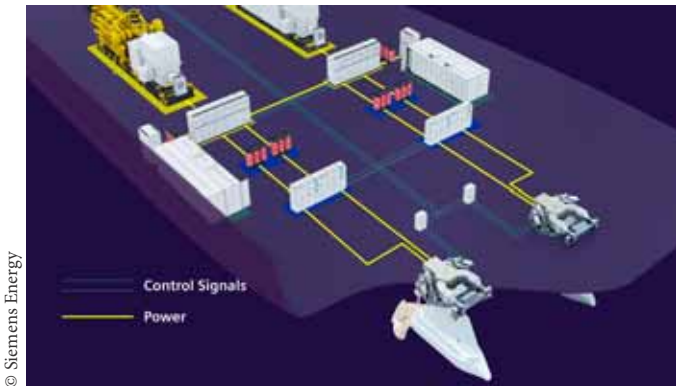
Explore options to decarbonise your fleet at **SMM, Hall B2, Booth No. 198**

Book a meeting



SIEMENS ENERGY

Renewable power on demand



Concept of Siemens' BlueVault energy storage solution

At this year's SMM, the Munich-headquartered company Siemens Energy will be presenting its »BlueVault« energy storage solution and various diesel-electric drive systems (DEP) BlueVault promotes on-demand, dispatchable feed-in of

electricity from renewables, increases profitability in the face of fluctuating demand, optimises on-site power sources, utilises peak demand (while reducing demand charges), increases the flexibility of conventional power plants and provides operating reserves while improving the security of energy supply.

DEP technology has grown in importance over the last 15 years, driven by the goals of fuel efficiency and emissions reduction. DEP systems can operate on either AC or DC power and each has different characteristics. DC DEP systems offer several advantages, such as variable speed operation, space saving, regenerative braking and integration of batteries.

Siemens Energy's SISHIP SiPOD propulsion solution enhances maritime operations through its advanced design and improves manoeuvrability for precise navigation and docking in congested harbours. It lowers fuel consumption and emissions, reducing operating costs and environmental impact. Its compact, lightweight design increases cargo capacity. SISHIP SiPOD minimises maintenance and downtime, increases ship performance and supports sustainability.

Hall B6 | booth 322

G.J. WORTELBOER

Anchored in 70 years of experience

As a family business, Wortelboer has more than 70 years of experience in the field of anchors and chains. The company offers comprehensive solutions in the field of anchors and chains for commercial shipping, yacht building, and the offshore industry. At their site in Rotterdam, they have over seven million kilos of anchors and chains in stock, ready for shipment all over the world. Whether by truck, container sea freight, or even air freight, Wortelboer ensures that orders arrive quickly and safely. All

materials are inspected by classification societies and are delivered with original certificates, including LR, BV, and DNV. If anchors and chains are not available with the class certificate a customer requires, the company also offers the option to take over the materials. Wortelboer strives for »best services, fair prices and products that are always in stock and for the highest quality,« the company stated.



Wortelboer has more than 7 million kilos of anchors and chains in stock

Hall B7 | booth 523



Ship Noise and Vibration Control

MWB POWER

Partners in maintenance and repair

MWB Power will be presenting propulsion solutions for maritime and inland shipping at SMM. The company specialises in the repair of diesel engines, engine components, transmissions, pumps and compressors – including a wide range of mechanical manufacturing and processing options. MWB Power has been a competent and reliable partner for the maintenance and repair of marine engines and peripherals since 1957. Together with customers, the company develops economical and future-orientated technical drive solutions. By closely dovetailing stationary maintenance and worldwide service, MWB Power provides maximum support 365 days a year. If the propulsion systems of harbour tugs, ferries, container or passenger ships need to be maintained or repaired, MWB has the right solution. The company offers:

- Consultancy
- Factory repairs
- Mobile repairs worldwide
- Emergency service 24/7

- Chockfast casting
- Test runs
- Spare parts service

MWB's infrastructure at Kaiserhafen in Bremerhaven with its own pier, large workshops and crane capacities is designed for the repair of high-speed and medium-speed large engines. Together with Bucker + Essing, its sister company within the SERCOO Group, MWB Power offers a repair portfolio for:

- Gas and diesel engines
- Gearboxes
- Couplings
- Engine components
- Bearings and bearing races
- Pumps and compressors
- Auxiliary units

Hall A3 | booth 221



MWB Power offers a wide variety of maritime engine repair services

© MWB Power

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in the journey
towards a
net-zero future

RINA.ORG Our experience. Your growth.

RINA

visit us at
SMM
hall B4.EG
booth n. 310

STEUTE

Robust switchgears for the maritime industry

At SMM, Steute business division Controltec presents an extended range of switchgear products with DNV approvals. These switching devices have been developed for applications often involving exposure to damp and wet (including saltwater). Their key features also include a wide temperature range (down to -60°C, depending on the series). The DNV approval certifies that they are mechanically robust and able to withstand shocks, impacts and vibrations up to 4 g – a combination frequently, but not exclusively demanded by the maritime industry, e.g. in ship-building or on oil rigs.

To date, the Steute range of DNV-approved switchgear comprised magnetic sensors and safety sensors, as well as foot switches in »extreme« variants. This range has now been extended to include the three universally applicable position switch series Ex 97, Ex 98 and Ex 99. All three series are compact and robust, and can be adapted to the individual case in question by selecting different actuators. A high protection class (IP 66/67) is a matter of course, as is certification for Ex zones 1 and 21 (gas Ex and dust Ex).

Additional features of these position switches include compact and standard dimensions to EN 50047 (Ex 97) and EN 50041 (Ex 98 and 99), metal enclosures (Ex 98) and universal mounting



© Steute

Steute will be presenting new switchgear safety sensors

options. All three series are also available as non-Ex variants. Steute will be showing these three switch series with new DNV approvals at the SMM. Company presentations at the fair will additionally include robust and anti-corrosive foot switches for state-of-the-art mooring systems (»quick release hooks«) in cabled and wireless variants, as well as anti-two-block switches for port cranes – marking Steute out as an international and highly specialised supplier to the maritime industry.

Hall B6 | booth 137

MOTEURS BAODOUIN

»Exceptional performance«

Headquartered in Cassis, France, Moteurs Baudouin has been designing and manufacturing marine engines since 1918. During SMM, the company presents its latest range of marine engines: The 8F21 engine features an 8-cylinder configuration, »compact design and exceptional performance«.

It incorporates the latest common-rail technology and a high-end fuel injection system capable of achieving pressures of up to 2200 bar, ensuring compliance with the most stringent emission regulations, while delivering competitive performance with an output of 1250 hp at 2300 rpm.

»Key features include dynamic redundancy with electronic injection for increasing safety and reliability, high efficiency ball bearing turbocharger for increasing power and fuel efficiency, integrated circuits with no flexible hoses for reducing leak points and improving durability as well as Life Cycle Cost Efficiency: Extended Mean Time Between Overhauls (MTBO) and modular design reduce the number of components and interfaces, lowering maintenance costs and improving overall efficiency.«

Hall A3 | booth 305



© Moteurs Baudouin

The M33.3 range includes 6- and 16-cylinder models with low exhaust

KOREAN REGISTER

Navigating the maritime future

As the maritime industry navigates the challenging waters of evolving regulations and technological advancements, Korean Register (KR) offers its clients innovative solutions to meet the current challenges.

With a rich history spanning over 60 years, KR is a trusted partner to clients across the world in maritime safety, innovation and environmental protection. Their comprehensive range of services goes beyond traditional classification, encompassing cutting-edge digital solutions and comprehensive decarbonization strategies.

Digital Transformation: KR's digital solutions are revolutionizing fleet management and operations. Their »KR-CON« database provides instant access to up-to-date maritime regulations, while

KR e-Certificate streamlines documentation processes. The »KR-GEARs« platform supports shipping companies and operators to efficiently manage their fleet's emissions data and remain compliant with tightening GHG regulations.

Decarbonization Solutions: As the industry strives to meet ambitious regulations to reduce GHG emissions, KR is leading the way with advanced services for alternative fuels and energy-efficient technologies. Their expertise in LNG, hydrogen, and ammonia propulsion systems, coupled with comprehensive lifecycle assessment tools, empowers shipowners to make informed decisions for a sustainable future.

At SMM Hamburg, a team of experts will be on hand to discuss your specific needs and showcase latest innovations.



KR offers years of expertise in various fields

Discover how Korean Register can help you navigate the future of maritime safety, efficiency, and sustainability.

Hall B2 | booth 329

VEINLAND

Tailor-made security solutions

At this year's SMM, Veinland will offer a comprehensive overview of their latest advances in development, presenting a BSH-tested spoofing and jamming monitoring system that ensures the authenticity of signals. This innovative solution includes modern encryption techniques, secure communication protocols and signal verification systems.

Visitors can experience demonstrations and see how they protect critical infrastructures from malicious attacks. In the area of cyber security, Veinland will present the latest IEC 61162-460 approved hardware, which enables comprehensive protection of network traffic.

Since 2008, Veinland has been exhibiting at SMM Hamburg. Ranging from PCB design, hardware and module development

to graphical user interfaces (GUI), every process is carried out in-house thanks to Veinland's vertical integration strategy. Products and solutions are tailor-made to fulfil the needs and requirements of our clients. The company has already equipped countless ships worldwide with products and systems.

The vessel performance monitoring system, also known as Veinland PIM Onboard Unit, not only helps to reduce CO₂ emissions but also assists vessel operators with safe shipping and regulatory compliance in the shipping industry besides contributing to sustainability.

Hall B6 | booth 412

*Calm seas.
But the tides are turning.*

Set your
course with us:
stand B6.234

TESVOLT  OCEAN

ZEPPELIN POWER SYSTEMS

Strong partners in dual-fuel

At this year's SMM, Zeppelin Power Systems focuses on the topics of alternative fuels, marine service, efficient propulsion systems and digitalization. Colleagues from the Danish and Swedish Zeppelin Power Systems locations as well as from Baltic Marine Contractors (BCM) – part of the Zeppelin Group and official dealer and service provider in the Baltic States and Finland – will also be present at the SMM booth.

The company is presenting itself as an official, experienced partner for Caterpillar and MaK engines. All diesel engines sold and serviced by Zeppelin Power Systems are available as hybrid solutions and can be operated with alternative fuels in the future. In addition to biodiesel and renewable diesel, these include HVO and, in the future, methanol.

The company's focus on this year's SMM will be the on Caterpillar 3516E methanol dual-fuel engine. Announced for 2026 as a methanol field demonstrator, it has been developed from the existing 3500E marine engines and is expected to deliver the same performance and durability as the current 3500E diesel engine. In addition, it is designed to meet all emissions standards, provide 100 percent power and achieve the highest possible methanol substitution.

The focus is on the continuous improvement of the MaK product portfolio, for example the MaK 16M46DF. This dual-fuel engine was recently installed in the Helios series of nine newly built cruise ships, which are the first cruise ships of this size to be equipped with a dual-fuel engine capable of running on



MaK's 16M46DF engine

either LNG or conventional marine diesel fuel.

Hall A4 | booth 305

WOODWARD L'ORANGE

Power-to-X with twin needles

Woodward, a leading global manufacturer of fuel injection systems, is proud to showcase its comprehensive range of injection systems for P2X fuels, including methanol and ammonia, at SMM in Hamburg. The product lines have now been fully implemented into a family design for both the Medium Pressure Injection (MPI) and High-Pressure Dual Fuel (HPDF) product lines. The new Medium Pressure Injection (MPI) product line features a direct actuated technology for port fuel injection or medium pressure direct injection. This product family supports different fuels and combustion strategies and offers liquid fuels (methanol) and gaseous fuels (hydrogen and ammonia) injection with electronically controlled Common Rail technology, up to 250 bar injection pressure.

The High-Pressure Dual Fuel (HPDF) product line features a twin nozzle concept, with two injectors in one unit: one side for ammonia or methanol injection up to 700 bar injection pressure with electronically controlled Common Rail technology, the other side for diesel injection for pilot-ignition or full back-up capability. The twin-needle dual fuel injector concept is much easier to integrate into a cylinder head compared to two separate injectors with the advantage of both nozzles being in the center of the cylinder for optimized combustion. The modular approach enables adaptation of the design to match individual customer requirements.

Hall A4 | booth 407

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energy**

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solutions for all
maritime vessels**

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HORN

CLDM-System: Keeping informed on wear conditions

Dr. E. Horn will present a couple of new products on this year's SMM: a new Oil Mist Detector »Ammonia-Ready«, a Water in Oil Sensor System in multiple alignment with control of up to eight sensors, and a Bearing Monitoring System with new Module Type Package (MTP) interface software. Finally, the company will present its brand-new CLDM-System:

In two-stroke engines, the wear condition of the cylinder liners is an important parameter to assess the operating conditions of the engine. The quantity and effectiveness of the cylinder oil as well as possible corrosion conditions in the liner have a significant influence on wear and operating cost.

Timely intervention is required here. Usually, this wear can only be detected by manual measuring of the diameter using an inside micrometre. However, such a measurement is only possible approximately every three years because the cylinder head has to be removed and the piston is drawn. Such period is too long to detect relevant changes in the wear status in good time. In addition, these manual measurements may have inaccuracies

because the correct handling of an inside micrometre requires a lot of experience. In order to be informed of a change in the wear status at shorter intervals and therefore in good time, a measurement can be carried out by a shore-based service company. A special device is used, which is placed through the scavenging air ports on the top of the piston. It determines the liner diameter either mechanically by tactile means or optically by laser. Such service is expensive and can only be carried out in certain harbours. An ad-hoc inspection is not possible under these circumstances.

The results are evaluated and documented automatically in accordance with the engine manufacturer's specification. Due to the favourable pricing of the CLDM »Blue-spy« the amortisation period is less than two years. Now the crew can carry out liner wear measurements as often as needed – routinely or on an ad-hoc basis at any time.

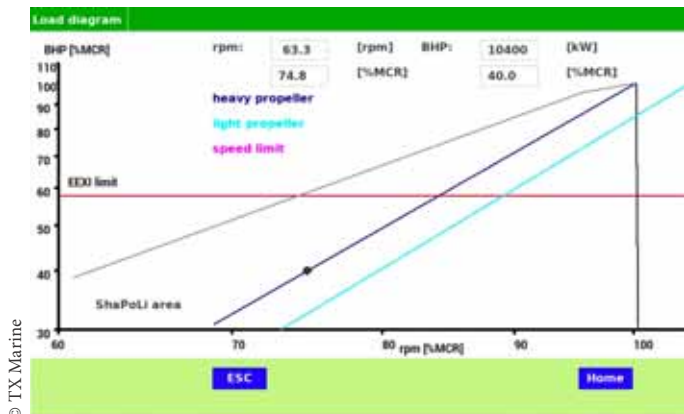
Hall A3 | booth 238

TX MARINE

The right measures at the right time

TX Marine develops and produces innovative in-house products in the field of technical measuring and analysis equipment for the maritime industry. Furthermore, the company has grown to become a system provider for complete solutions in the field of on-board measurement technology. The company started doing business in 2007 as a pure trading agency with three products. Since a name was still missing, it became Triple X Marine Equipment. The name was later changed to TX Marine Hamburg to avoid confusion with other sites. The company's aim is to support customers and to look at their systems with foresight and take measures at the right time. At SMM, TX Marine will be showing their complete concept for condition monitoring for various parameters, with shaft power, flow measurement and vibration monitoring, all brought together in customized displays.

Hall B6 | booth 639



Comprehensive propeller measurements by TX Marine

FlexMaritime

Reliably Connecting Merchant Vessels and Crew



intelsat.com/maritime



DNV

Maritime experts joining an eventful week

As SMM's main sponsor, the classification society DNV is looking forward to a week full of events. Starting the SMM with a highlight, the latest version of »DNV's Maritime Forecast« to 2050 will be presented on Tuesday, September 3rd, with a focus on the technological and regulatory status quo and insights into pragmatic approaches to decarbonizing the maritime industry. The event is rounded off by a panel discussion covering various perspectives on the energy transition in shipping.

DNV will also provide insights into cyber security and present product innovations related to emissions management. As a sponsor of the Shipowners Forum, Knut Ørbeck-Nilssen, CEO

Maritime at DNV, will take part in the panel »Net zero, new buildings and technologies of the future«. In addition, DNV experts will speak on various stages as part of the SMM conference program on topics such as decarbonization, onboard carbon capture, biofuel insetting, ship recycling, smart technology, offshore energy, ferry innovation, and many more.

DNV's experts in the space of the maritime energy transition, data management, cyber security, safety in the industry, and other relevant fields will be available at DNV's booth throughout the whole week. The team is looking forward to discussions.

Hall B4 EG | booth 221



© DNV

DNV is looking forward to talks and discussions

SI SCHIFFSTECHNIK

A broad spectrum of ship equipment

SI Schiffstechnik is the exclusive representative of several ship equipment manufacturers with the focus on modern propulsion technologies and efficient vacuum and water treatment systems.

The Brunvoll AS portfolio includes tunnel thrusters, even in super silent-version, RIM driven thrusters, propulsion systems, propellers, gearboxes and automation systems, including the latest Dynamic Positioning (DP) system.

With HamiltonJet, SI Schiffstechnik offers an advanced and innovative waterjet propulsion system, including control and dynamic positioning (DP) systems. Waterjets are ideal for use in shallow water, high speeds up to 60+ knots and agile maneuverability. Brand new is the LTX Series of high efficiency waterjets designed for medium and low speed operation between zero and 30 knots.

Jets Vacuum AS enriches SI's portfolio with the Vacuumator pump, the most compact and reliable vacuum generator available for sanitary systems, robust and high-quality vacuum toilets, vacuum systems and wastewater treatment plants.

Poloplast offers vacuum-based PP pipes and fittings approved for maritime use. These products fit perfectly with Jets Vacuum.

Norwegian Greentech AS offers ballast water management systems from 25 m³/h to 1.274 m³/h. These are the most compact system in the market, suitable for the smallest compartments.

A special highlight at the SMM booth will be the HamiltonJet simulator. This simulator gives visitors a choice of steering capabilities to try out the impressive maneuverability of waterjets.

Hall B 7 | booth 218

MARINE ENGINE OVERHAUL
 OUR ENGINE EXPERTISE
 FOR TOP PERFORMANCE BELOW DECK

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 ELEVION GROUP

**VISIT US AT SMM HAMBURG
 HALL A3 | BOOTH 221**

HANSA.NEWSCAST WITH JENS BRUCH, ITALIAN TRADE AGENCY
Kick off SMM 2025



In this episode of HANSA.newscast SMM 2024 special Janne Sliden had the

pleasure of speaking with Jens Bruch from the Italian Trade Agency about

their impressive national stand in Hall B3, upper floor, stands 100 to 106 .

Jens Bruch also extends a warm invitation for you to visit their stand. Not only can you explore cutting-edge solutions from Italy's finest, but you can also enjoy a complimentary espresso while you're there!

Don't miss this opportunity to connect, learn, and network. Tune in to our latest episode and be sure to stop by to meet Jens and his team.

Listen now and gain insights into the Agency's initiative and why it's worth paying them a visit at their SMM booth:



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5 September
12 am - 2 pm

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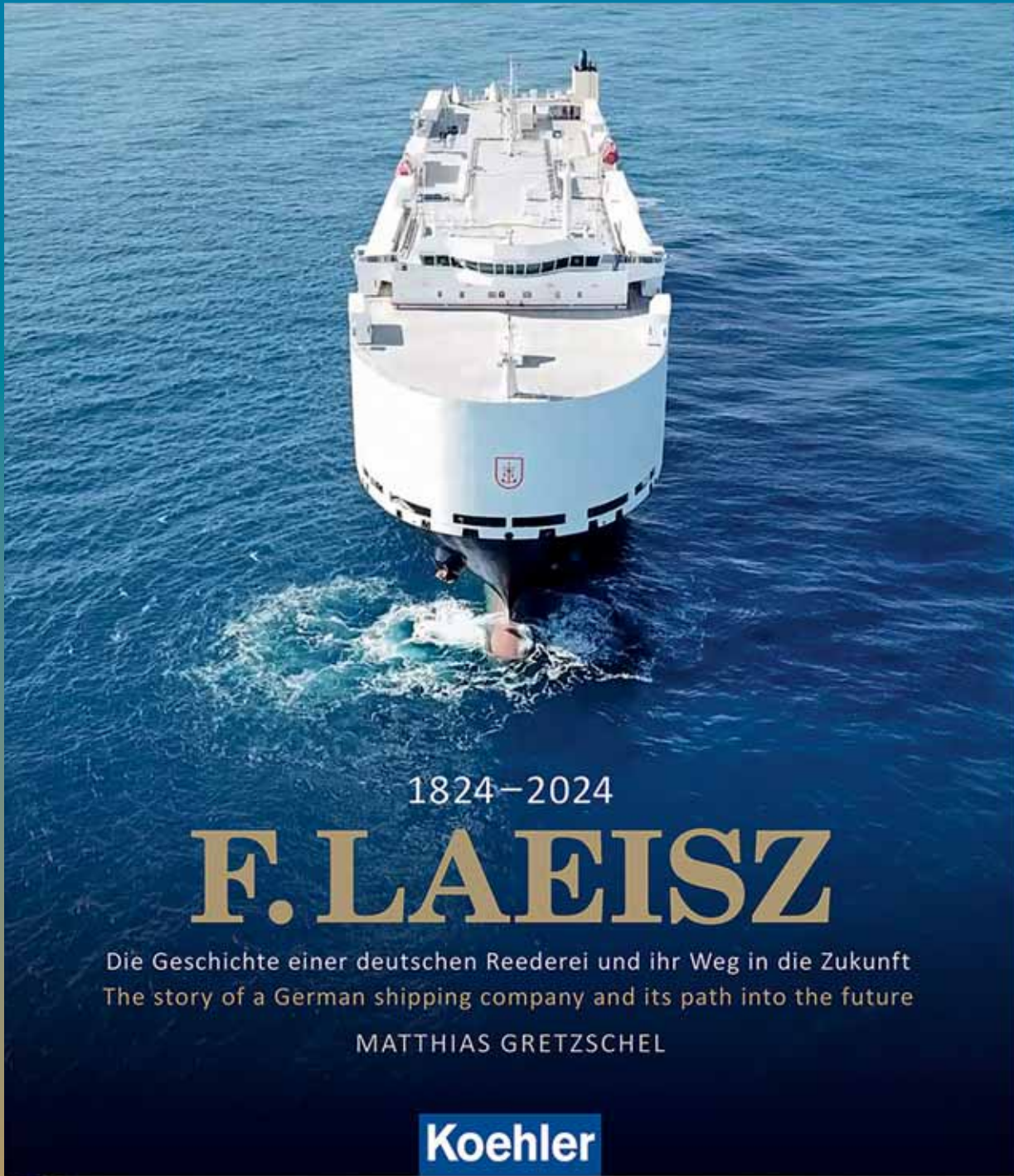
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1824–2024

F. LAEISZ

Die Geschichte einer deutschen Reederei und ihr Weg in die Zukunft
The story of a German shipping company and its path into the future

MATTHIAS GRETZSCHEL

Koehler

Extraordinary insights into 200 years of history of an exemplary Hamburg shipping company

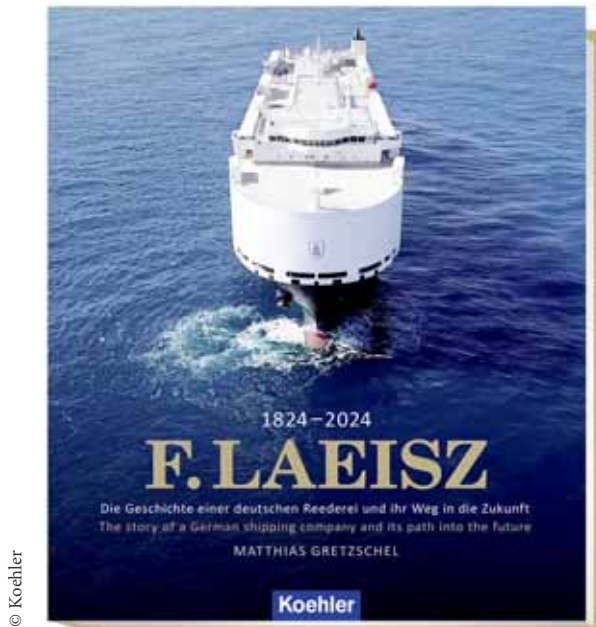
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MARITIME BOOKS

200 Years F. Laeisz



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On March 24, 1824, Ferdinand Laeisz set himself up as a milliner in Hamburg, thereby starting one of Germany's most amazing company histories. What began with the export of top hats soon developed into a shipping company that wrote maritime history over the course of two centuries. Despite several wars, crises and upheavals, the company has managed to hold its own and plays the market as successfully as ever. Owned and run by three families in succession, Laeisz keeps going strong and is facing up to the challenge of CO₂-free shipping in the 21st century.

Author Matthias Gretzschel tells the company's story in rich detail, with insights into everything from Laeisz' family history to the famous »Flying P-Liners« to philanthropic endeavours like the concert hall that keeps the name of Laeisz in the public mind.

200 Years F. Laeisz. The story of a German shipping company and its path into the future

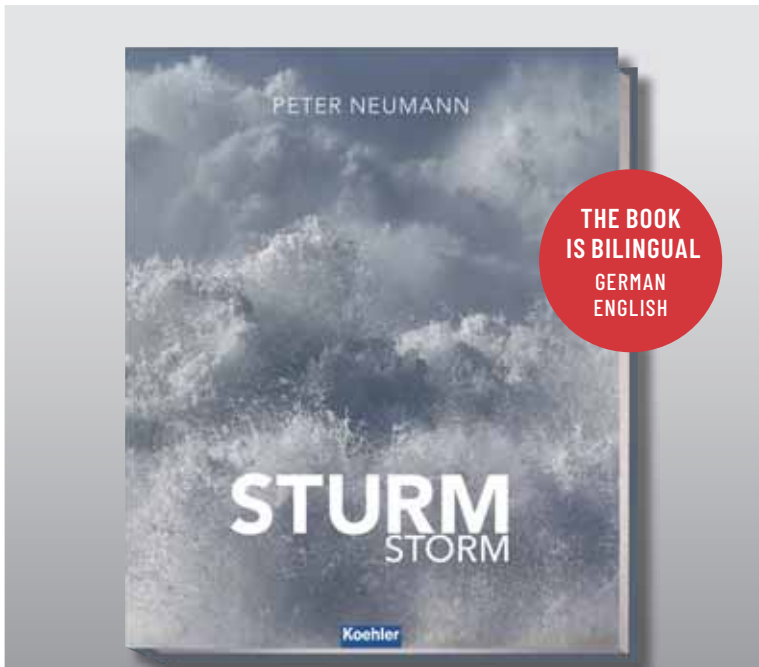
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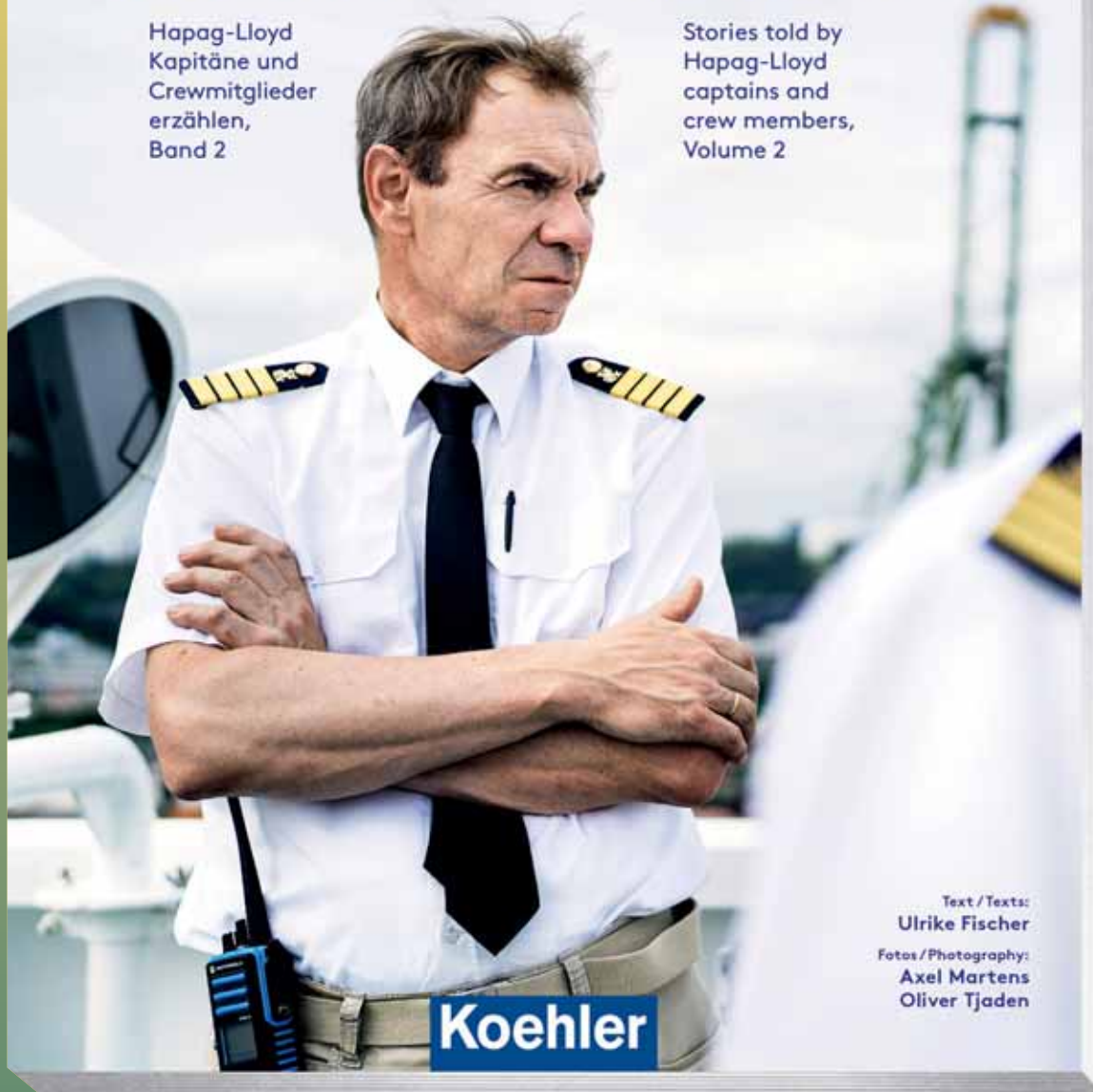
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