



Hamburg welcomes the maritime world to SMM

Smart shipping and eco-efficient technology are the »hot topics« of this year's SMM. With a festive event at Hamburg's City Hall, the week of the bi-annual fair officially started.

State Secretary Ulrich Nussbaum, State Secretary from the Federal Ministry for Economic Affairs and Energy and the Secretary General of the International Maritime Organization (IMO),

Kitack Lim, attended the ceremony. The host, Hamburg's First Mayor Peter Tschentscher, thus acknowledged the importance of SMM for Hamburg as a shipping location, which becomes a centre of attraction for the global maritime scene every two years. »The 28 th SMM gathers all relevant technological innovations of the value added chain under one roof and addresses key future issues in shipping,



Kitack Lim, Secretary General of IMO, opened the SMM 2018

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Presentation Programme

The German Marine Equipment association VDMA is providing a programme of presentations (15 minutes) held at VDMA main stand (A1/518). Attendance is free of charge. Experts will be available for individual discussion.

Tuesday 04th Sept

- Marktausblick Maritime Industrie: Highlights aus dem VDMA-Konjunkturspiegel 2018
Hauke Schlegel, VDMA Hamburg
10:30/ 11:45 / 14:45
- Brexit – What to expect?
Alexandra Dreyer, VDMA Hamburg
10:45/ 12:30/ 16:00
- Kurs »Maritime Energiewende« – hin zu einer klimaneutralen und sauberen Schifffahrt«
Tobias Ehrhard, VDMA Frankfurt
11:00/ 15:00
- Power-to-X for applications (P2X4A) – die Industriepattform im VDMA
Peter Müller-Baum, VDMA Frankfurt - 11:15/ 15:15
- Umsetzung der Digitalisierung am Beispiel Bosch Rexroth
Alexandre Orth, Bosch Rexroth AG, Lohr - 12:00
- Offshore-Themen und Aktivitäten im VDMA
Alexandra Dreyer, VDMA Hamburg - 15:30
- »German Cruise & Ferry Equipment« – VDMA expert group briefly introduced
Hauke Schlegel, VDMA Hamburg
15:45/ 17:00
- Herausforderung Maritime Messen:
Hauke Schlegel, VDMA Hamburg
17:15



Photos: Wägener

Ulrich Nussbaum, Peter Tschentscher, Kitack Lim, Bernd Aufderheide (from left)

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ports and oceans,« he said. Bernd Aufderheide, CEO of Hamburg Messe & Congress (HMC), was impressed with the high-calibre participants: »I am very grateful that Kitack Lim and State Secretary Nussbaum are honouring us with their presence. And I would especially like to thank our mayor for giving us this festive setting. This underlines the enormous importance that maritime issues have for Hamburg as a port city and important shipping location,« he said. Tschentscher said: »Hamburg port is a symbol of tradition and modernity.« He added, the location as being »home of the full range of the maritime industry.«

A total of 500 invited guests gathered in the Great Festival Hall. Kitack Lim pointed to the ambitious goals of the IMO saying, »climate change is the biggest issue facing the maritime industry,« adding that »future trends will clearly be driven by future technologies.«

»The Maritime Future Summit was an excellent introduction of the fair«

Bernd Aufderheide

Environmental protection and the promotion of a sustainable maritime economy were also on Nussbaum's agenda. »The SMM, Hamburg's most important trade fair, is the platform for innovations and information that will take this sector to a new level,« said Aufderheide, referring in this context to the two overarching topics of digitisation and green shipping, which this year are particularly in focus of the trade fair and provide impetus for significant decisions in the industry.

This year's motto of SMM is »Trends in SMMart Shipping«. The fair opens today – after the kick-off event yesterday, the »Maritime Future Summit«, co-organ-

ized by HANSA. Aufderheide said: »The Maritime Future Summit was an excellent introduction of the fair.«

Across the maritime industry, the digitalisation process is in full swing. Most companies involved in shipping, shipbuilding and related disciplines are busily investigating ways of using smart solutions to improve efficiency and sustainability, and optimise work processes. As a topic relevant to all parts of the value chain, digitalisation was chosen as the overarching theme for SMM 2018.

2,289 exhibitors from 69 countries will present their products and services in 13 halls on 93,000 square metres of exhibition space until Friday. About 50,000 visitors from all over the world are expected. Five conferences form the supporting programme, special theme routes navigate visitors to the corresponding exhibitor highlights.

The exhibitors will provide interested companies with plenty of choices to custom-tailor product packages that will bring their digital capabilities to a new level. From agile start-ups offering specialised software applications, to market-leading suppliers of maritime technology offering entire portfolios of digital systems, the 13 halls and 93,000 m² of exhibition space address »every aspect«, SMM says. ■



The background of the advertisement features a stylized illustration of a ship's hull and superstructure, overlaid with a complex network of glowing green lines and data points. Two satellites in the sky are connected by lines to various points on the ship, symbolizing data collection and digital transformation. The Siemens logo is positioned in the top left corner.

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SMM area plan



Conference Programme

monday 3 september	tuesday 4 september	wednesday 5 september	thursday 6 september	friday 7 september
Maritime Future Summit	SMM	SMM	SMM	SMM
	TradeWinds Shipowners Forum	gmic	Offshore Dialogue	MS&D
			MS&D	Maritime Career Market
			MS&D Reception¹	MaritMatch
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Future Summit: Bridging the gap

Encouraged by the response to the first Maritime Future Summit at SMM 2016, Hamburg Messe & Congress (HMC) and HANSA organized the kick-off event to the SMM trade show once again. About 150 delegates joined the conference, surpassing the number of guests two years ago.

The event titled »Mind the gap – bridging disruptive technologies« showed that progressive thinkers from all over the industry have partly unexpected, partly unanimous messages for the maritime sector.

Hubert Hoffmann, CIO and CDO of MSC Germany kicked off the MFS with his keynote »New thinking in shipping«. The world's second biggest shipping company is looking into ways to increase efficiency through own approaches to digitization. In Hoffman's view, the gap that needs to be bridged lies in the utilization

of assets. To achieve this, processes have to be reviewed to truly digitize them. »Mind the gap in your mind,« he said. »The solution lies not in moving B2B processes to digital channels but in decoupling information sharing and business processes of business partners, e.g. via cloud architecture. Without that, even the autonomous vessel doesn't really offer anything new.«

Christian Roeloffs, Managing Director of Container xChange, much like Hoffmann sees business collaboration via centralized platforms, cloud solutions or blockchain as the future. »Expect to see more specialized companies and services, again«, he said, »it makes no sense to keep such very different sectors like container shipping and container equipment operations under one roof.« The way to win in the future might be to specialize, concentrate on core strengths and get rid of mar-

ginal business. »On the looser side there will be conglomerates who can play on all fields but are no experts anywhere.«

»It's not about hardware or software«, Mark O'Neil, CEO of Columbia Marlow Holding, said when speaking about »Digitization in fleet operations«. »It's about the intersection between technology, innovation and processes.« For the ship manager, best practises are key. »Operators need to achieve OPEX savings of 25 to 30 % over the next five years to stay relevant and competitive,« O'Neil em-

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phasized the urgency. But he also warned not to be too hasty: »Making the right move at a slightly wrong time is better than making the wrong move. Nothing is more disruptive than implementing the wrong IT solution.«

Japan's National Maritime Research Institute (NMRI) has looked into 116 technologies inside and outside of shipping and what their impact on maritime could be by 2050. Kohei Matsuo presented the impressive Japanese »Technology Roadmap«, covering new materials, manufacturing and design methods as well as IT solutions, energy sources and logistics processes. Matsuo foresees composite materials as the new normal, while augmented/virtual reality opens up new perspectives in design and allows outsiders to provide valuable input. The boldest vision is maybe the »direct download to brain« of information by using human interfaces to bridge the gap between the real world and the digital world.



Looking at the ship technology of a digitized future, Mikko Lepistö, Director of Software and Automation Operations at ABB, promoted the electric ship. While battery solutions have already proven feasible for smaller ships, ABB with partner Ballard is developing MW-sized fuel cell solutions for larger units. »Electric means more efficient, simple, flexible, more digital and better integrated«, Lepistö said. He is convinced that the industry is not using the full potential of today's solutions as they are rarely fully integrated. Electric systems allow

for digitization which in turn allows for new services such as collaborative operations with manufacturers providing remote support, reducing transaction costs and avoiding down times.

No future without autonomous ships: Wu Sun of MFS sponsor China Classification Society (CCS), looked into legislation and liability when it comes to autonomous shipping. There are different degrees of automation: ships with automated systems, remotely controlled ships with crew, remote controlled without crew and fully autonomous.

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Hall A1, Stand A1.226

Visit the Alfa Laval stand to discover the latest solutions in today's key marine areas. From meeting regulatory demands and the challenges of new fuels, to increased efficiency that boosts profitability, talk to our experts and find out what it takes to stay competitive in a changing industry.





Photo: Meyer

While the first two are more or less feasible today, the latter two need to deal with changes in liability. »Who is liable in an autonomous ship accident – the maker of the systems, the owner, the operator? And don't forget that cyber risks need new insurance products, too.«

Pierre Sames, Director of Maritime Technology at DNV GL, looked into »Technical assurance 2030«, seeing Digital Twins and Artificial Intelligence coming into broad use – again offering better support and enabling entirely new services. He raised the question of »Who

will pay for the Digital Twin?«, as different players all hold pieces of the puzzle that they do not want to share. DNV GL and partners have started an open simulation platform initiative to establish a safe sharing eco-system.

Bridging the gap in the minds of many industry players is also the concern of Ulf Siwe of the Swedish maritime administration. He was promoting the Sea Traffic Management project that has already introduced standards for exchanging route information. Sharing information with authorities can significantly increase safe-

ty and efficiency, e.g. by importing pilot routes into a ship's voyage plan. »Today, we can put all the players on the same level of knowledge. Shipping carries 90% of goods worldwide, imagine the potential that digitized solutions from this industry have.«

Nick Danese, CEO of NDAR, called on the shipbuilding industry to wake up and share information to use the full potential of swarm intelligence. »To be effective, efficient and productive, people have to be knowing what they are doing,« Danese said. »It will change, when everybody can take responsibility and request the data that they need for their work.« According to him this is key to ensure that today's investments are still right ten years later.

With this year's SMM motto »Trends in SMMart shipping« in mind, the Maritime Future Summit of 2016 was ahead of its time – being about »smart everything«. SMM 2020 will show, if the summit was able to set the course again. But it certainly provided good guidance. *fs*

Read the full review in the October issue of HANSA



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CLASSNK

Japanese classification society targets German market growth

A ClassNK executive who played a major part in the fourfold increase in the society's German market share has returned to the Hamburg office as General Manager.

Akizumi Miura has returned for his second posting to ClassNK's survey office in Hamburg, with a brief to further reinforce and continue building the society's presence in the key German market. During his first posting, between 2011 and 2016, Miura was a pivotal member of the team overseeing the Japanese classification society's market share in Germany quadruple, from less than 2% to about 8%.

»When we opened a survey department in Hamburg, it allowed us to provide our European customers with the same level of quality as our clients in Japan – without the time difference,« says Miura. »It meant we could deliver the responsive service for which ClassNK is renowned. We are much better known in Germany today. However, there is still plenty of room for improvement.«

The Hamburg office manages a notably higher percentage of marine material and component surveys than the society's other offices outside Asia which Miura sees as a product of Germany's advanced scientific and technological capabilities. »It reflects the heritage of the nation that gave us the diesel engine and is a major factor supporting its maritime industry today.«

The return to Hamburg coincides with Miura's 30th year with ClassNK and, he says, taking the helm in Germany calls on

ClassNK

his full range of experience. Starting his career as a surveyor in Hiroshima, Japan, Miura says he learned a lesson early that



Photo: ClassNK

Akizumi Miura, Hamburg General Manager

has stood him in good stead throughout his career: »A single decision by a single surveyor could greatly influence the time a vessel spent in dock and client budgets. It is an insight that remains as true now as it was then.«

Miura also witnessed first-hand the boom in Turkey's shipping industry in a two-year posting with ClassNK's office in Istanbul at the turn of the millennium. The society profited from a strong appetite among local shipping companies for acquiring second-hand handy bulkers, while his time in Turkey also brought insight into the importance of cross cultural communication in a business context.

»It was important to get clients to fully understand compliance requirements, rather than expect them to automatically accept them. We had to talk to them in the terms they used,« he says.

It was another important lesson that the Hamburg General Manager says he keeps constantly in mind. During the period between his posting in Istanbul and his first spell in Hamburg, Miura headed bulk carrier safety in Tokyo at a time when regulators were overhauling construction rules. »Owners were struggling to keep up with the changes, so we developed guidance to help them grasp the bigger picture which at the same time assisted our field surveyors. These efforts reinforced our reputation in that sector.«

Since 2011, the Japanese classification society has launched a highly regarded initiative in the German shipping industry. Various ship owners changed. ClassNK is currently the No. 4 in the local market. The "German portfolio" of the Japanese currently comprises 345 ships and around 10 million GT. Miura and his team at least want to maintain this status, he said at his presentation in Hamburg. ■

Meer erleben im Herzen der HafenCity

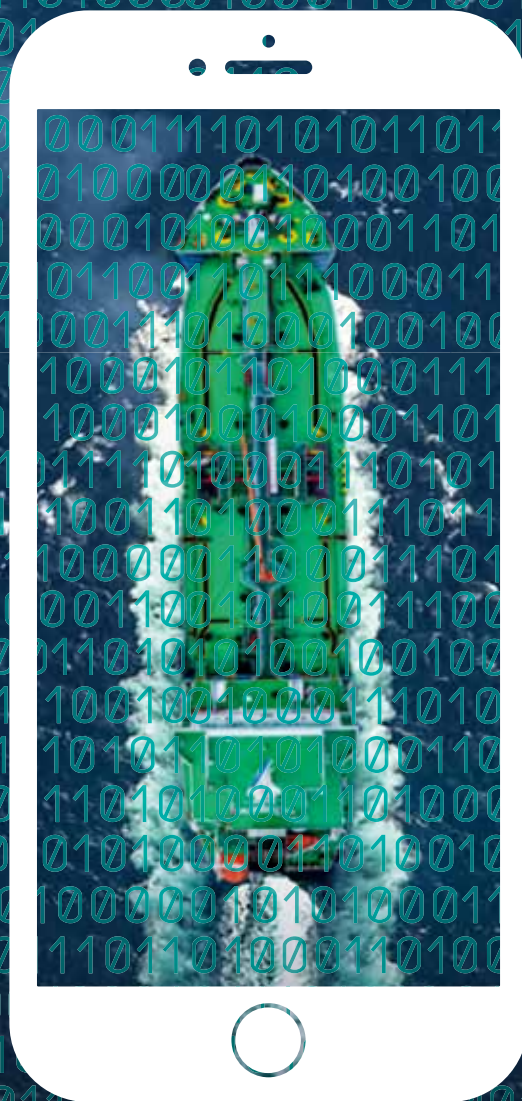
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DUBAI

Dubai climbs in top 5 hubs

Dubai has reached a new milestone in its strategy for leadership in the international maritime sector after being selected as one of the world's top five hubs in the International Shipping Centre Development Index (ISCD). Backed by legal and legislative excellence, Dubai is known for its advanced infrastructure, world-class maritime and logistics capabilities, a competitive environment conducive to trade, business and investment, and innovative free zones that match the world's best. According to a recent report by the London-based Baltic Exchange and the Xinhua News Agency, Dubai has secured fifth position and overtaken Hamburg, which fell from fourth to seventh place. The ranking confirms anew the emirate's reputation as one of the leading maritime shipping and logistics centers in the world.

Amer Ali, Executive Director of Dubai Maritime City Authority (DMCA), was not surprised that Dubai achieved the top five ranking as the maritime world gathers SMM 2018. He noted that, last year, the emirate became the first Arab city to be named among the world's top five competitive and attractive maritime clusters in the Menon Business Economics Group maritime industry report, widely acknowledged as an industry benchmark. The emirate is on track to make unprecedented achievements under the relentless support of H. H. Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, who envisioned a safe, integrated, and sustainable maritime sector in support of the UAE's economic diversification policy in preparation for a post-oil future.

Ali drew attention to DMCA's delight at the new achievement, which said was a testament to the success of dedicated efforts to enhance the competitiveness of the local maritime sector and consolidate Dubai's leadership as a major global maritime player. Fruitful partnership had been forged between the public and private sectors to enhance the confidence of regional and international investors in the competitiveness of the local maritime sector and promote its components based on the pillars of research and development, innovation, and smart transformation, he said. The components include shipping and ports, engineering and training, maritime support services and ports, and the operation and maintenance of giant maritime vessels.

»We are working hard to create a vibrant maritime environment to attract industry leaders and to promote Dubai's status as a global shipping center supported by a series of leading quality initiatives, including the Dubai Maritime Virtual Cluster (DMVC), Dubai Maritime Cluster Office (DMCO), and Maritime Dubai,« said Ali. These initiatives would help to establish Dubai and the UAE as an influential force within the global maritime economy. ■

GTMARITIM

SeaMail solution for smaller vessels

GTMaritime, a company that provides communication solutions and services to the maritime industry, has launched SeaMail – a new intuitive and cost-effective email solution that is specifically optimised for smaller vessels such as barges, fishing vessels, inland cruisers and leisure craft.

According to the company utilising SeaMail's efficiencies, small vessels can communicate easily with the shore while reducing their costly satellite bandwidth usage, saving up to 80% on their satellite airtime.

SeaMail provides benefits such as simple email management, shoreside management of emails and a simple installation procedure. It has also been designed and optimised for use over satellites, dealing with high latency circuits and multiple connection management, making communications efficient and more cost-effective. As SeaMail has been specifically designed for maritime industry use, it also resumes data transfer from the point of interruption if there is a break in communications.

GTMaritime understands that essential emails are no longer only accessed via a desktop computer, so SeaMail is designed to be wholly compatible with tablets and mobile devices, allowing crew to access business emails when and where required.

SeaMail is also compatible with all satellite communications including VSAT, Inmarsat, Iridium, Thuraya, GSM and local WIFI. Its ability to operate independently of airtime providers allows customers to use SeaMail with their choice of maritime airtime provider.

All users receive the specialist, Maritime-specific service benefits that come as standard with all GTMaritime products including 24/7 365 technical support from highly experienced engineers.

»Smaller vessels such as barges, fishing and leisure vessels don't have the capacity or budget to be able to operate larger, managed and comprehensive email solutions«, says CEO Robert Kenworthy. »We've used our 20+ years of experience in the maritime industry to develop a product which suits their needs and requirements, ultimately allowing them to manage their costs and save money.«

Airtime providers could now deliver an even better level of support and service to their small vessel customer by offering a simple, managed email solution with their airtime. This gives users just one place to call for all their satellite communication needs and supplies the airtime provider with the latest tools to support them, Kenworthy adds. ■



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ALFA LAVAL

New 1,500 m³/h reactor for large ballast water flows

Alfa Laval is introducing a new UV reactor size to the Alfa Laval PureBallast 3 family in Hamburg. Optimized for 50 % more flow than the current largest reactor size, the 1,500 m³/h version will enable streamlined and cost-effective configurations for tankers and other vessels with large ballast water flows the company stated.

The 1,500 m³/h reactor will join an existing PureBallast 3 range that comprises 170, 300, 600 and 1000 m³/h reactor sizes. Alone or in combination, the reactors enable PureBallast 3 system flows of 32–3000 m³/h, with multiple systems handling even larger capacities.

With the introduction of the 1,500 m³/h reactor, PureBallast 3 systems will become even more optimized for large ballast water flows of 1,000 m³/h or more. A 3,000 m³/h system will be achieved with just two reactors, for example, while a 1500 m³/h system will go from two reactors to one.

Having fewer reactors will reduce the complexity and cost of installing a large-flow ballast water treatment system. Since UV systems are already smaller and more cost-effective to install than electrochlorination systems, this may further shift the balance towards UV among tankers and other vessels with large ballast water flows.

»Many ship owners are reconsidering what they've been told about ballast water treatment for large flows,« says Anders Lindmark, Head of Alfa Laval PureBallast. »Heating needs, tanks for high-salinity water and the management of chemicals add size, complexity and cost for electrochlorination systems. PureBallast 3 is already highly competitive for large flows – and will be even more so with the 1,500 m³/h reactor.«

In the case of a 1,500 m³/h system, the new reactor will mean not only a reduction in footprint, but also improved OPEX through a substantial reduction in



Photo: Alfa Laval

power consumption Alfa Laval informs. When updating the range of PureBallast 3 configurations, however, the company has kept lifecycle cost in focus. Although it could be constructed with the 1,500 m³/h reactor, a 1,200 m³/h system will be more energy efficient with two 600 m³/h reactors, thus ensuring the lowest costs over time. ■

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US Coast Guard grants type approval for Wärtsilä's BWMS

The technology group Wärtsilä's Aquarius EC Ballast Water Management System (BWMS) has been granted Type Approval by the United States Coastguard (USCG) authorities. This approval verifies that the product has met the specified regulatory, technical, and safety requirements, and represents an endorsement of its design and efficiency principles.

As part of the approval process, the Aquarius EC (Electro-Chlorination) system's technology underwent an extensive land and sea test programme, during which it delivered exceptional performance.

»We are naturally delighted that following a stringent review and investigation process, the USCG has granted Type Approval. This follows similar approval given by the IMO in 2013«, says

Timo Koponen, Vice President at Wärtsilä Marine Solutions. Since the company offers both EC and UV (Ultra-Violet) technologies, it is able to provide impartial advice to ship owners and operators regarding the most suitable system for their particular needs, it said in a press release. The Aquarius EC is capable of treating bal-

last water volumes from 250 to 4000 m³/hour. It utilises a simple and efficient two-stage process, comprising both filtration and an electrolysis unit.

The Wärtsilä Aquarius UV system, the company's alternative technology, has completed all USCG testing requirements, and Type Approval certification is expected to be granted before the end of this year.

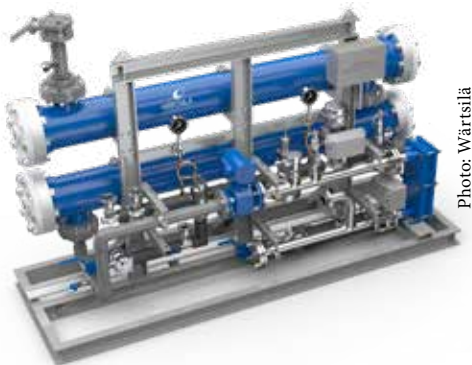


Photo: Wärtsilä

The Wärtsilä Aquarius EC Ballast Water Management System (BWMS) has been granted Type Approval by the USCG

New Partnership with *theDOCK*

Wärtsilä announces an official partnership with theDOCK Innovation Hub, an Israel-based startup accelerator, in a move it hopes will see the Technology giant connecting with the hottest local talent and emerging technologies within the marine sector.

BWTS TO BE FITTED IN NINE OPC

ESG goes for Optimarin

Eastern Shipbuilding Group (ESG) has selected Optimarin to supply the BWTS for nine Offshore Patrol Cutters (OPC) to be built at their FL shipyard in Panama City. Equipped to carry helicopters, Over-the-Horizon (OTH) boats and featuring sophisticated combat systems, these vessels will begin replacing the existing Medium Endurance Cutters in 2021.

»This is a banner day for Optimarin,« comments company CEO Tore Andersen. »The USCG is a flag-bearer in the fight against invasive species carried in ballast water and sets the bar for BWT regulations globally. ESG selecting the OBS is a huge endorsement of the effectiveness and proven reliability of our technology.«

When Optimarin became the first BWT supplier to gain USCG Type Approval in December 2016, Commanding Officer John Mauger of USCG's Marine Safety Center (MSC) described the event as »an important milestone for the future of protecting our nation's waterways from the spread of invasive species.«

The OBS utilizes a combination of filtration and powerful UV lamps to treat ballast water without the need for chemicals. The systems are simple to operate, maintain and due to their modular design can be fitted in vessels where available space is at a premium.

Andersen notes: »To date, we've sold close to 600 units with over 400 installed and operating.« More than 150 OBS have been retrofitted by Optimarin's global engineering partners and in 2017 Optimarin introduced a five-year fleet agreement for parts and service guarantees.

Please visit us at
SMM 2018
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VIKING LINE

Construction of new passenger vessel starts

The production of Viking Line's new passenger cruise ship has begun at the Xiamen Shipbuilding Industry (XSI) shipyard in China. The first steel plates are being cut in the traditional Steel Cutting ceremony. According to the owner the new vessel will be one of the most climate-smart ships in the world. The project has involved extensive engineering and development work with the intention to create a unique new-generation passenger ship. The collaborative project has engaged several suppliers in Finland and Europe. The vessel will be launched for operation in early 2021 on the Turku-Åland-Stockholm route.

»The new vessel is designed with a focus on providing open and unobstructed views of the unique archipelago«, Viking informs. Large panoramic windows will

enable passengers to experience the archipelago in a completely new way.



Source: Viking Line

The new vessel is more efficient than the »Viking Grace«

An architectural company based in Sweden, Koncept Stockholm is responsible for the interior design of the new vessel. Koncept Stockholm stood out from among several renowned architectural companies with plans that combine Scan-

dinavian lightness and playfulness in an attractive way. With the help of these architects, Viking Line strives to enhance onboard travel experiences for the satisfaction of cruise passengers, families with children and conference guests alike, while also meeting the demands of freight transport. The project has also taken into consideration international passengers, who may be experiencing the archipelago for the first time in their lives.

The new vessel is larger than »Viking Grace«, the first LNG-powered large passenger ship in the world, but it is calculated to consume up to 10 % less fuel, says Viking Line. Optimised energy efficiency and environmentally-friendly solutions have been focal points for the project, and the new vessel would be among the most energy efficient ships in the world. ■



SMM Snapshot



Interviews, press conferences, expert talks: For media representatives, the SMM is an event of numerous interesting meetings and conversations – but as well one with many ways to go, pictures to be taken and quotes to note. Therefore, it is good to have some »supporting« tools, just in case ... At this point, a Thank-you goes to specialised media agency Wake Media from London for their »SMM Survival Kit« with plasters, charger and energy.

LLOYD'S REGISTER

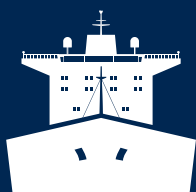
Transformation of class with digital assurance framework

The classification society claims a pioneering transformation towards the digital age with its new digital assurance framework »Digital Compliance«. The framework is owed to rapid development of digital twins in operational performance and maintenance regimes at marine and offshore operators. In this context digital twins, data-driven representations or models of a physical asset, e.g. a ship, can also be used allowing for greater transparency and repeatability in demonstrating compliance with internal and external requirements. Lloyd's Register has cooperated with leading industry players to implement »Digital Compliance«. It is applied through a series of defined levels with the system provider and the operator. This aims at building confidence in a digital twin. LR will assess and give recognition to, the capabilities of a system provider to create an asset-specific twin. LR will build the confidence level from the commissioning stage, to ultimately awarding of the descriptive note; »Digital Twin LIVE« – which will grant credit for survey activity through demonstrated functioning of the twin over time. The levels of digital compliance are »Digital Twin Ready«, »Digital Twin Approved«, »Digital Twin Commissioned« and »Digital Twin Live«. The final level will guarantee that the digital twin produces reliable and accurate insights. The framework is seen as the foundation for »digital class«. ■



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