



Ship&Offshore | Schiff&Hafen

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WÄRTSILÄ



Claus-Ulrich Selbach (r), Vice President Exhibitions at Hamburg Messe und Congress GmbH, and Christoph Lücke, Director SMM / Seatrade Europe / INMEX SMM India, as they spoke at the Welcome Reception in the International Maritime Museum

Photos: Manuel Bosch/Schiff&Hafen

Innovation at SMM demonstrates shipping's resilience

The week's SMM opening party was shot through with a sense of disquiet, as the delight of old friends reconvening was set against a backdrop of worsening geopolit-

ical tension and disruption to critical arteries of world trade. Pain spans the global energy markets, some dry bulk sectors, and extends from waterways in the Persian

Gulf, to the Red Sea, to the Caspian and the Sea of Azov.

A regulatory environment built on a consensus reality strains as some >

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Meet our experts at SMM 2026
Wärtsilä | Hall A3 | Stand 108



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PUBLISHING DIRECTOR:
Manuel Bosch

EDITORS:
Kathrin Lau (resp.)

CONTRIBUTING EDITORS:
Katharina Kütemeyer,
Paul Bartlett, Charlie Bartlett,
Robert Prellwitz

LAYOUT:
Christoph Jöns

DISTRIBUTION:
Markus Kukuk

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nations attempt to re-litigate climate change, and even the necessities of open international trade. Each side in these fights – as in every other that touches the shipping industry – have their representatives here.

The technology on show at this year's SMM will be addressing some of the industry's greatest challenges yet. The cost of bunker fuel is unlikely ever to return to levels to which shipping has been accustomed, and the range of new fuels under development will be substantially more expensive.

On the face of it, the prognosis could be downbeat. But constraint has always spurred innovation from the shipping sector, and this week will see this in greater evidence than ever before. The energy saving devices and possible retrofits exhibited during past SMMs encounter a new relevance in this paradigm; no longer simple tools for making shipping green and impressing shareholders, they have now become the essentials of day-to-day commercial operation.

"This year, we have more than 60 companies in our exclusive naval hall of B8, and another 200 companies across all the halls representing defence technologies," said Christoph Lücke, director, SMM. "Will this be the hope that security is coming for our region?"

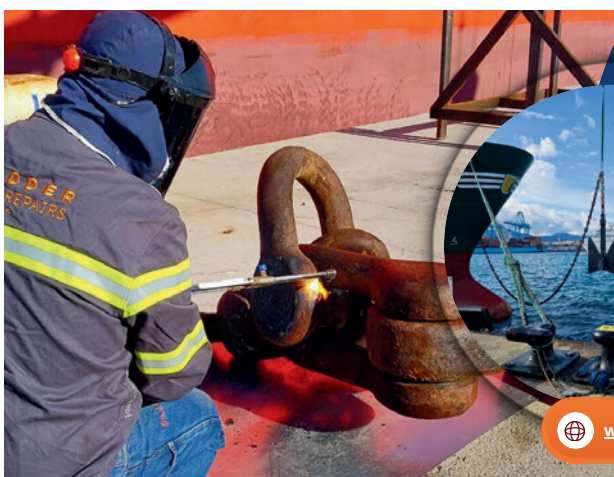
"Another pillar of resilience is, of course, sustainability. How can we achieve net zero emissions, while remaining competitive? Across our 12 exhibition halls, we will find technologies and innovations to answer exactly that question.

"And speaking of sustainability: purely for environmental reasons, and a matter of good taste, tonight we will be serving exclusively German white wine," he added, with a smile.

Despite the challenges, what will come to the fore at this week's SMM is shipping's resilience. Artificial Intelligence, garnering a gloomy reception from other industries, has been greeted with pragmatism in the shipping sector, with a determination to lay aside the hype and leverage this new technology for operational and strategic benefit.



Photos: Manuel Bosch/Schiff&Hafen





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 **Spanien & Nordafrika**





AI – a human cultural shift will be necessary to make the greatest gains

Photo: Charlie Bartlett/Schiff&Hafen

ABS Innovation Summit zooms in on AI

ABS used its Innovation Summit as an opportunity to tackle head-on what may turn out to be one of the defining issues this SMM: Artificial Intelligence (AI), coinciding with the launch of ABS' own AI chatbot tool, Plato, fed with the classification society's data. "This is about reducing the time searching through rules," explained Matthew Mower, VP of the ABS' new AI Center.

"We're here to cut through the hype!" Mower exclaimed, opening ABS' digitalisation panel.

Though readers will almost certainly be most familiar with AI primarily through interaction with the big large language models (LLMs) – OpenAI's ChatGPT, Anthropic's Claude, and Google's Gemini – Enterprise AI is built on a different foundation, trained on internal company data.

Though doing so narrows the horizon of available AI insights, it curbs one of the critical worries of firms considering entrusting business-critical decision-making to AI: that of 'hallucinations'. Companies which exercise control over the data on which their AI is trained can establish a 'source of trust', explained Aerin Jungmin, AI strategy team lead at HD Hyundai, who emphasised the folly of rushing in. "Companies are trying to accelerate AI ... while they are still digitalising," she said. In this sense, they are "trying to run before they can walk."

Instead, it is necessary to establish a common digital foundation for collecting and exchanging data within the company –

something HD Hyundai is consciously undertaking, Jungmin explained, by creating a "single operating system ... a digital thread that links production data, engineering data, and quality assurance data.

"We have decades of drawings, safety requirements, that can be digitised." This will culminate in a fully intelligent and autonomous shipyard, which would improve productivity by 30%, Jungmin explained.

A wealth of company data, conscientiously analysed, is supporting one of the critical shipping industry paradigm shifts, explained Dr Gunnar Stiesch, chief technology officer, Everllence: "We are going from calendar-based, to a condition-based maintenance," he said.

"What it takes to get there – data. How you make sure the different systems can talk to one another. We are getting there, and substantial advancements have been achieved. It's not about getting the the fanciest pilot [project]: it's about getting the most trustworthy. An AI that gets 8/10 things right is economically viable, but on safety – we cannot afford that."

But a human cultural shift will be necessary to enable stakeholders to make the greatest gains in AI, the panellists explained. "Clearly it's about data," said Stiesch. "But we need to look at our own employees. Some are the 'nerds' for whom nothing is going fast enough – but others are sceptical, AI taking away their jobs. We have to bridge that gap."

And meanwhile, "... the customers want to see that they can trust the data – and that their own data doesn't end up with a competitor."

Scott Bergeron, Managing Director of Oldendorff Carriers, urged AI stakeholder companies to help unwind the hype surrounding AI, which has proved counter-productive to sensible AI-efforts. "Don't over-promise – take baby steps," he said. "We're spending a lot of time and resources to make this data consistent and able to communicate. AI can hallucinate, and can tell you some very profound things which just aren't true. I think within five years we're gonna see some AI bubbles burst."

ABS presented technologies at varying stages of adoption, all of them partially informed by AI and digitalisation. In one, a 'Flyability' drone inspection vehicle presented an alternative to manual inspection in enclosed spaces, and was able to distinguish between different types of corrosion, even under a layer of paint. In another, topography-optimised additive-manufactured (AM) propeller blades had a cavity inside to allow inclusion of sensors, offering insights over long-term operation.

But for their part, seafarers need not worry about job security, Bergeron predicted. "If we're going to stay with heavy fuels, we need people on the ships. Nobody at sea has to worry about AI. For now, we need to grab the low-hanging fruit. Laytime and demurrage calculations – tedious things nobody wants to do. We can take the tedious aspects out of it."

ABS & Affiliated Companies at SMM:
Hall B3 / Stand 200

«Germany and Europe have a strong maritime industry»



Photo: Bundesregierung / Steffen Kugler

Friedrich Merz, Chancellor of the Federal Republic of Germany and patron of SMM 2026

As the world's leading maritime industry event, this year's SMM is taking place at a time when international shipping and European shipbuilding face landmark decisions. Geopolitical tensions, fragile supply chains, increasing maritime security requirements and the path to climate neutrality make determination, innovativeness and close cooperation imperative.

Shipping is the lifeline of the global economy. It ensures our prosperity and supplies us with goods. To sum it up, no shipping means no shopping. Likewise,

no shipbuilding means no shipping, as the prerequisites for modern, safe and sustainable shipping can only be brought about by an efficient and technologically leading shipbuilding industry.

Germany and Europe have a strong maritime industry, excellent research and great innovativeness in this sector. We must use these strengths decisively because we will only be able to meet the demands of tomorrow's maritime industry by making greater use of digitalisation and artificial intelligence, more sustainable technologies, and efficient production and value-added chains.

SMM is the central international platform for turning innovations into market-ready solutions, concrete projects and commercial contracts. At the same time, the International Conference on Maritime Security & Defence, an important part of this trade fair, underlines the growing importance of maritime security.

Safe shipping routes and resilient critical infrastructure are vital for free trade, stable supply chains and investment security. The close dialogue between industry, the security authorities and policymakers is thus of crucial importance.

I am pleased to have taken on the patronage of this year's SMM. As an outstanding location for the maritime industry, the Free and Hanseatic City of Hamburg is the ideal setting for this trade fair. I hope that the exhibitors and visitors from all over the world will experience inspiring meetings, successful talks and game-changing ideas for the future of the maritime industry.

mtu Series 4000 receives methanol certification at Maritime Business Forum

The first-ever Maritime Business Forum hosted by Rolls-Royce Power Systems AG brought together around 120 maritime decision-makers, technical experts and industry representatives in Hamburg on the eve of SMM to explore the future of marine operations, propulsion and sustainable fuels. The new event forms part of Rolls-Royce's wider SMM 2026 presence under the headline: "The Maritime Force. For Propulsion. For Systems. For Solutions."

Held at Hamburg's former Main Customs Office, the event focused on some of the key questions currently shaping the maritime industry: Which fuel pathways offer the greatest potential? Which propulsion technologies are viable today, and which could become relevant in the years ahead? And how can the efficiency of the existing fleet be improved in the short term?

The afternoon began with a keynote by André Wiersig, UN Ocean Ambassador, founder of BlueHeart and extreme open-water swimmer, who spoke about resilience, sustainability and humanity's relationship with the oceans. This was followed by a strategic opening impulse and expert insights from Rolls-Royce Power Systems AG. Under the theme "Powering Fleet Efficiency – Fuel and



Olaf Drews (right), Head of Engines & Pressurised Equipment at DNV Maritime, presented the DNV certification for the methanol-ready mtu Series 4000 engine to Dr Lukas Köhler, Vice President – Global Marine and Mining at Rolls-Royce Power Systems AG

Propulsion Strategies for Today's Vessels", Tobias Kohl, Vice President, Application Engineering Marine, Rolls-Royce Power Systems AG, Sarah Landthaler, Vice President, Marine Business EMEA, Rolls-Royce Power Systems AG, and Patrick Trinks, Vice President, Mobile Power Solutions, Rolls-Royce Power Systems

AG, highlighted the importance of fuel, technology and operational efficiency as the maritime industry navigates an increasingly complex energy transition.

One of the event's highlights was the presentation of a certification confirming the methanol readiness of the mtu Series 4000 engine. Olaf Drews, Head of Engines & Pressurised Equipment at DNV Maritime, presented the DNV certification to Dr Lukas Köhler, Vice President – Global Marine and Mining at Rolls-Royce Power Systems AG. "This confirms the technological concept that will enable newly built mtu Series 4000 marine propulsion systems to be retrofitted for future dual-fuel operation with methanol", said Dr Köhler. According to Rolls-Royce Power Systems, the development work behind the concept includes more than 5,000 hours of methanol operation and testing in both single- and dual-fuel modes.

The forum concluded with further networking, giving participants the opportunity to continue their exchange and explore how practical initiatives can help accelerate the maritime energy transition.

Rolls-Royce Power Systems at SMM:
Hall A3 / Stand 309

PPG launches new maintenance coatings

Pittsburgh-based coatings manufacturer, PPG, has launched a series of five one-component marine coatings. The PPG ONE RANGE™ has been designed to simplify shipboard maintenance by providing ships' crews with ready-to-use one-component coating options, simplifying maintenance and reducing waste.

The range of coatings has been designed to meet a broad range of shipboard maintenance requirements. A key focus has been the simplification of product preparation and storage.

Ewout Bosman, PPG segment director, seastock, Protective and Marine Coatings, commented: "Coatings maintenance is essential for extending vessel lifecycles, but preparation and application can be time-consuming for crews managing other operational responsibilities. With the PPG One Range portfolio, we focused on eliminating mixing requirements and simplifying application to help crews complete projects more efficiently."

The company also unveiled a new portable battery-powered application tool at the Hamburg show. The PPG POWER-

PACK™ combined with the PPG ONE RANGE will further support ships' crews in coating applications.

"The PPG PowerPack tool allows crews to switch easily between roller and brush application using a single unit, reducing equipment changes and helping improve productivity," Bosman added. "Together, the PPG One Range portfolio and the PPG Powerpack tool demonstrate how we continue to innovate both inside and outside the can."

PPG Protective and Marine Coatings
at SMM: Hall B5 / Stand 419

VDMA and CIMAC present Speakers' Corner at SMM 2026

At SMM 2026, the joint VDMA and CIMAC stand will once again serve as a meeting point for the maritime industry. A central element of the presence in Hall A1, Stand 520, is the Speakers' Corner: a compact programme of 15-minute expert talks followed by Q&A sessions. Representatives from VDMA, CIMAC and member companies will provide practical insights into current technologies and

market developments, including vessel electrification, alternative fuels, emissions reduction, digital applications, condition monitoring and smart integration on board. The open format is designed to encourage exchange directly at the stand. In an informal setting, visitors can listen to concise impulses, ask questions and continue discussions with speakers and association experts.

In addition, the panel discussion "Propulsion of the Future – What Will Power Future Global Trade?" will take place on September 1st from 14:30 to 15:20 on the Energy Efficiency Stage in Hall A4, focusing on future propulsion technologies and energy solutions for shipping.

VDMA at SMM:
Hall A1 / Stand 520



The joint booth will once again serve as a meeting point
Photo: VDMA

Tuesday, September 1st:

- 15:00 VDMA – Europe's Largest Association, Marine Equipment and Systems: Our Shipbuilding Suppliers**
Katrin Caldwell & Daniel Hirschmann – VDMA Marine Equipment and Systems (Language: German)
- 15:20 Watching to Experience – How Interactive 3D Experiences Are Transforming Marketing and Sales**
Stefan Barnewitz – Blue Silver (Language: German)

Wednesday, September 2nd (excerpt)

- 11:20 How lightweight, compact and fuel efficient gensets can support vessel electrification**
Phil Kordic – Rolls Royce Power Systems (Language: English)
- 13:00 Why the Next Shipbuilder Might Not Be a Shipbuilder at All – Leaving the Beaten Path and Attracting New Talent to the Maritime Industry**
Lars Zimmermann – Kommunikationsoptimierer (Language: German)
- 13:20 Why Torsional Vibrations Matter – Fuel Effects, Damping Technologies, and Reliability Gains**
Dr Philipp Stuhlpfarrer – Geislinger GmbH (Language: English)
- 14:20 Ultra-low emission aftertreatment for alternative fuels**
Dr Daniel Peitz – Hug Engineering (Language: English)
- 14:40 Smart integration on board with the new standard MTP – Benefits for shipbuilding, shipping and marine equipment industry**
Hauke Schlegel – VDMA Marine Equipment and Systems (Language: English)

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DMZ connects maritime expertise across SMM and ALL ABOUT PORTS

The German Maritime Centre (DMZ) is the cross-sector think tank for the German maritime sector. As a source of ideas and inspiration, it supports the industry, policymakers, and public administration with studies, analyses, data, and information.

It provides a voice for the maritime economy and promotes the sector's importance to the wider economy. At SMM and ALL ABOUT PORTS (aap), the DMZ will contribute to the programme through a wide range of formats, including panel discussions, live interviews, and other onsite events.

A hub for the maritime community

DMZ will have stands at both events. At SMM, visitors will find the DMZ team at stand B6.215. At aap, it will occupy stand H.210. Visitors will be able to speak to DMZ experts, find out more about current projects, try our online tools, and exchange views on developments affecting the maritime sector.

"We look forward to four days of connecting, sharing knowledge and discussing the future of the maritime sector," said Dr Matthias Catón, Managing Director of the DMZ. "At a time when the industry is undergoing profound change, opportunities for dialogue and exchange are more important than ever."

Panels at SMM

In addition to its activities at the stand, the DMZ will contribute to the SMM programme. This includes the following SMM panels:

➤ **Designing ships for an uncertain future** (September 1st, 15:30, Energy Efficiency Stage)

In cooperation with the Maersk Mc-Kinney Møller Center for Zero Carbon Shipping, this session explores how shipowners and shipyards can make design choices when the future fuel mix remains uncertain.

➤ **Signing of the Memorandum of Understanding between the German Maritime Centre and the India Maritime Centre** (September 1st, 17:00, Open Stage)

During the India Reception, representatives from the German Maritime Centre and



The German Maritime Centre will be present both at SMM and aap

Photo: DMZ

their counterparts from the India Maritime Centre will sign a Memorandum of Understanding for joint research and events. The signing will take place in the presence of the Indian Secretary of Ports, Shipping and Waterways, the Senator for Economy, Labour and Innovation of the Free and Hanseatic City of Hamburg and the German Federal Government Coordinator for the Maritime Economy and Tourism.

➤ **Ship your Talent – Launch of the talent brand and campaign for the German maritime sector** (September 3rd, 13:45, Career Forum, Open Stage)

This session will introduce a joint campaign to attract young talent to the maritime sector. Its key messages and visual identity will be presented, together with information on how organisations can join the campaign. This event will be held in German.

Panels at aap

As a programme partner, the DMZ will also actively contribute to aap with the following panels:

➤ **Geopolitics at the Port Gate: Foreign Investment, Security and Resilience** (September 2nd, 14:05, Transformation and Resilience Stage)

This panel explores where foreign investment strengthens European ports and where it may create new vulnerabilities.

➤ **Compete, Connect, Transform: Rethinking Port Competitiveness** (September 2nd, 16:05, Transformation and Resilience Stage)

This session explores how ports can balance cost pressures, regulatory requirements, infrastructure needs and growing expectations around sustainability, digitalisation and resilience.

➤ **Short Sea Shipping 2035: Navigating the Transition to a Sustainable and Competitive Future** (September 2nd, 16:05, Energy and Sustainability Stage)

In this discussion, participants look at the role of ports in developing green corridors and sustainable short-sea connections.

➤ **Funding the Future: Navigating Europe's Maritime Landscape for Port Ecosystems** (September 3rd, 10:35, Transformation and Resilience Stage)

This panel provides an overview of European funding opportunities for ports and logistics and considers how strategies, partnerships and tools can support innovation in port ecosystems.

Join the German Maritime Centre at SMM and aap

By bringing together expertise from across the maritime sector, the DMZ will use both events to encourage informed dialogue and strengthen connections between industry, research, politics and education. Visitors are invited to meet the team at the stands and join the discussions throughout SMM and aap, helping shape the industry's future.

DMZ at SMM:

Hall B6 / Stand 215

DMZ at aap: Stand H210

Maritime Intelligence. Unmatched.

DVV Media Group is not only the original and official publisher of the SMM Daily News, its editorial expertise and strong industry networks make it a highly valued partner for creating, organising and moderating high-profile panels. Join the conversation! Some spots on the panels are still available and we are also looking forward to an engaged audience.

From Assistance to Autonomy: Routing and Collision Avoidance as the First Real Step into the Future of Shipping

Tue., Sep 1st 2026, 12:00 - 12:50



Propulsion of the Future – what will power future global trade?

Tue., Sep 1st 2026, 14:30 - 15:20



Everybody wants to rule the world – How private equity players and investment funds are influencing shipping and ports, thereby becoming THE relevant game changers

Wed., Sep. 2nd 2026, 11:30 - 12:30



Sustainable and Digital: Shape the Next-Generation Logistics Operation Model Now!

Wed., Sep. 2nd 2026, 16:05 - 17:00



What's next in Energy Transition and Digital Transformation

Thu., Sep. 3rd 2026, 10:00 - 11:00



Retrofitting the fleet: the case for marine engine upgrades

Thu., Sep. 3rd 2026, 13:15 - 14:15



Maritime Career Market goes International

Thu., Sep. 3rd 2026, 15:50 - 16:40



Nuclear-powered shipping: a competitive edge, a decarbonisation pathway or a capex-heavy threat?

Fri., Sep. 4th 2026, 10:30 - 11:20





- Hall A1**
- Ship operation equipment, environmental technologies
 - Deck equipment, cargo handling systems
- Hall A2**
- Pumps, valves, compressors, energy efficiency technologies
- Hall A3/A4**
- Prime movers, propulsion systems and new fuel technologies
- Hall B1-B4 Upper Floor**
- National pavilions
- Hall B2 Ground Floor**
- Shipyards, shipbuilding industry
 - Production equipment, ship engineering and design
- Hall B3/B4 Ground Floor**
- Shipyards, shipbuilding industry

- Hall B5**
- Interior outfitting, 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**
- National pavilions
 - Shipbuilding materials
- Hall B8**
- NEW** Maritime security & defence

Information point

Charging lounge



TUESDAY, SEPTEMBER 1st

9:00 Opening Press Conference
Hamburg Messe und Congress GmbH (invitation only)
[Conference Room Chicago / Hall A4](#)

10:30 SMM 2026 – Official Opening Conference: Autonomy & Security: Shaping a Resilient and Intelligent Maritime Future
Hamburg Messe und Congress GmbH (invitation only)
[Conference Room Chicago / Hall A4](#)

12:00 From Assistance to Autonomy: Routing and Collision Avoidance as the First Real Step into the Future of Shipping
CAPTN Initiative
[Digital Stage](#)

12:00 Retrofitting for the Future: Evaluating the Technologies Shaping Shipping's Transition
Lloyd's Register Group Ltd.
[Energy Efficiency Stage](#)

12:00 The future of critical underwater infrastructure protection: from individual platforms to secure network operation
Gesellschaft für Maritime Technik e.V. (GMT)
[Naval Stage](#)

12:30 Advancing Unmanned Offshore Operations
Noatum Maritime
[Exhibitor Innovation Stage](#)

13:00 Wind Propulsion Systems (WPS) - Covering wind propulsion solutions and concepts
International Windship Association
[Energy Efficiency Stage](#)

13:00 Cyber resilience by design: future-proofing maritime connectivity
Inmarsat Maritime
[Digital Stage](#)

13:20 Decreasing Emissions and Fuel Consumption by Coupling Microsensors and AI Technology
Deckma Hamburg GmbH
[Digital Stage](#)

14:00 The European Industrial Maritime Strategy: A game-changer of much of the same?
Sea Europe
[Open Stage](#)

14:00 Energy efficiency in shipping - A status check
DNV SE
[Energy Efficiency Stage](#)

14:30 Propulsion of the Future - what will power future global trade?
VDMA Engines and Systems
[Energy Efficiency Stage](#)

14:30 Your Time Charter Operating System: Turning Maritime Operations into an AI-Operable System
Ankeri Solutions ehf.
[Exhibitor Innovation Stage](#)

15:00 Paper Is the Risk: Guided Digital Workflows to Simplify Safety Management System
NAPA
[Exhibitor Innovation Stage](#)

15:10 BME Buyers' Day - Opening
Address: The State of European Maritime Defense Industry
SVI-Connect @ BME e.V.
[Naval Stage](#)

15:30 Designing ships for an uncertain future
German Maritime Centre
[Energy Efficiency Stage](#)

15:30 How Digitalization is Reshaping Classification and Shipping
Bureau Veritas
[Room Saint Petersburg](#)

16:00 Nemoship & WhisperProjects: The Role of Electrification and Wind Propulsion
Stirling Design Internationale SAS
[Exhibitor Innovation Stage](#)

16:10 Securing Europe's Maritime Innovation Leadership: How R&D Funding helps transform Ideas into Products
Verband für Schiffbau und Meerestechnik e.V. (VSM)
[Digital Stage](#)

16:30 Connecting People: AI as the Bridge in Modern Shipping Operation
Rolls-Royce Power Systems
[Exhibitor Innovation Stage](#)

16:45 UT Drones for Maritime Inspections - Discover how Flyability's drones are being used for class inspections
Flyability SA
[Exhibitor Innovation Stage](#)

17:30 Wine o'clock
[All stages](#)

More information about the conference and panel programme:



Selection, no claim to completeness, all information without guarantee.

Damen presents new feeder design for regional container transport



An illustration shows the new Damen Container Feeder (CFe) 1100 design

Source: Damen

At SMM 2026, Damen will present the latest addition to its cargo vessel portfolio: the Container Feeder (CFe) 1100. The new

design has been developed in response to demand for efficient feeder transport for regional and short-sea markets.

The CFe 1100 builds on Damen's experience with the CFe 800 and the company's Combi Freighter portfolio. It combines established shipbuilding techniques with new technologies to support low fuel consumption and reduced emissions in container transport. The vessel is designed for safe and flexible operation, with a focus on manoeuvrability, efficient port entry and rapid loading and unloading. Multiple container intake options, fuel-efficient service speeds and a boost mode are intended to support a range of operational requirements. The design also provides a high level of crew comfort.

Damen Sales Manager Joschka Böddeling will introduce the CFe 1100 in a presentation on Wednesday, September 2nd, at 11:00 at the Damen booth in Hall B4.

Damen at SMM:
Hall B4 / Stand 304

Compressed air systems support efficient marine operations

At SMM 2026, Kaeser will present compressed air systems for marine applications, including the SK, Aircenter, CSD, CBS, FBS and SX series. The systems are designed for reliable and energy-efficient operation on board and are certified by major classification societies.

The SK and Aircenter series combine rotary screw compressors with refrigeration dryers and, in the case of Aircenter,

an integrated air receiver. The systems are suitable for supplying control and service air while requiring limited installation space.

Marine versions of the CSD series are available with air, water or seawater cooling. Their narrow design makes them suitable for shipboard applications, including nitrogen generation.

Kaeser will also show blowers for air lubrication systems. By creating a layer of micro-

bubbles beneath the hull, these systems can reduce resistance and help lower fuel consumption and emissions.

The SX series provides compressed air for control and service applications. Its integrated refrigeration dryer supplies dry air and helps protect pneumatic components from condensation and corrosion.

Kaeser Kompressoren at SMM:
Hall A3 / Stand 112



SK series rotary screw compressors deliver high dependability on the high seas

With the Marine version of its CSD series models, Kaeser sets new standards in compressed air availability and energy efficiency

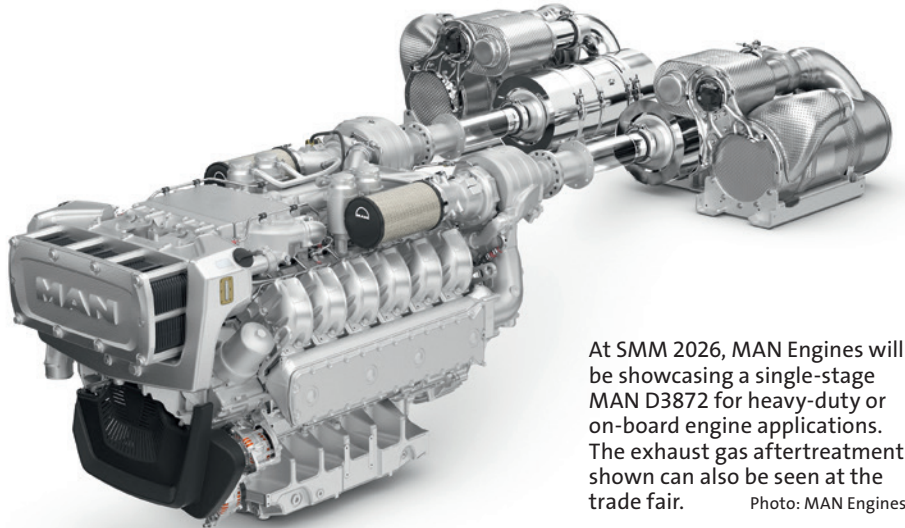


Photos: Kaeser Kompressoren

Cleaner propulsion for workboats

Higher performance, lower emissions and resource-saving service concepts are the focus of MAN Engines' presentation in Hamburg.

The company will show its expanded portfolio for maritime applications in the workboat sector, including the 30-litre MAN D3872 V12 engine. It will be presented for the first time in versions for on-board units, diesel-electric drive systems and heavy-duty applications. For generator operation, the engine is available with outputs of 800 kW, 840 kW and 960 kW. Heavy-duty versions deliver 735 kW or 920 kW. Depending on requirements, variants are available for IMO Tier II, IMO Tier III and EU Stage V. MAN Engines will also present a modular exhaust gas aftertreatment system comprising a diesel particulate filter and SCR system for EU Stage V applications. The engine after-treatment and control systems have been



At SMM 2026, MAN Engines will be showcasing a single-stage MAN D3872 for heavy-duty or on-board engine applications. The exhaust gas aftertreatment shown can also be seen at the trade fair. Photo: MAN Engines

developed as a coordinated and certified package. A further exhibit will be a MAN Genuine re-manufactured engine. The standardised process restores engines and components to as-new condition. Com-

pared with producing a new MAN D2842 engine, remanufacturing can save up to 72% of CO₂.

MAN Engines at SMM: Hall A3 / Stand 211



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Visit us at SMM Hall B6, Stand 331



India's maritime sector is versatile and spans the full spectrum of the industry – from shipbuilding, repair and recycling to flagging, ports and logistics
Photo: Cochin Shipyard

India's maritime transformation and global opportunities take centre stage at SMM

This year's SMM will see a large Indian delegation visit the show as well as important players in Hamburg's shipping community to reveal details of the country's recently announced shipping sector expansion and explore new opportunities for international cooperation.

The agenda will focus on ship design, construction, repair, operation, recycling and flagging, as well as the vast investment required to expand the logistics potential of Indian ports. The Indian presence at SMM includes an India Reception hosted by the Consulate General of India, Hamburg, two public panel discussions organised by the Indian Ports Association, INMEX SMM India and Invest India, and an exclusive India Business Roundtable.

Signing of MoU at India Reception

The India Reception will take place on the first day of SMM at 17:00 on the Open Stage on the upper floor of Hall B2. It will be opened by Ajit Gupte, the Consul-General of India in Hamburg, followed by remarks by Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways, and accompanied by Dr Melanie Leonhard, Senator, Ministry of Economic Affairs, Labour & Innovation, Free and Hanseatic City of Hamburg, and Dr Christoph Ploß, Member of the Federal Parliament and Federal Government Coordinator for the Maritime Economy and Tourism. During the reception, the German Maritime Centre (DMZ) and the India Maritime Centre (IMC) will sign a Memorandum of Understanding (MoU) on joint research and events.

Panel discussion: Build in India for the world: the circular maritime advantage

The first public panel discussion will take place in the afternoon of the same day from 15:00 to 16:20 on the Open Stage. Its title is "Build in India for the World: The Circular Maritime Advantage: Unlocking Circularity for Global Shipping Sector: Ship Building, Repair, Recycling and Flagging Opportunities." The keynote address will be delivered by the aforementioned Vijay Kumar. Afterwards, Pradeep Sudhakar, Chief Ship Surveyor,

Directorate General of Maritime Administration, will give a technical presentation on India's shipbuilding value proposition and greenfield clusters.

The following discussion will focus on "India as the next global shipbuilding destination" and will be moderated by Girish Thakur, Managing Director and Partner, Boston Consulting Group. Panellists are: Cmdr PR Hari, IN (Retd.), Chairman & Managing Director, Garden Reach Shipbuilders & Engineers; Vivek Merchant, Director, Swan Defence and Heavy Industries Ltd; Dr Reinhard Lüken, Chief Executive Officer, German Shipbuilding and Ocean Industries Association (VSM); Akshay Jain, Founder and CEO, Vedam Design; and Tarun Gulati, Managing Partner, Octant BV.

Panel discussion at ALL ABOUT PORTS

The second public panel discussion will take place on September 2nd, starting at 15:00 on the Transformation and Resilience Stage at the ALL ABOUT PORTS conference in the adjacent CCH. The panel is titled "The India Opportunity: Indian Ports as the New Frontier in Global Investment and Logistics Excellence." The keynote address will be delivered by Vijay Kumar. The discussion will be moderated by Rajiv Jalota, former Chairperson, Mumbai Port Authority, who will welcome the following panelists: Sushilkumar Singh, Chairperson, Deendayal Port Authority and Chairperson, Indian Ports Association; Devki Nandan, Director, JSW Infrastructure Ltd and Chairman, Indian Maritime Centre; Tom Monballiu, Director Global Partnerships, Port of Antwerp Bruges; Patrick Krawutschke, Managing Director and Partner, Hamburg Port Consulting.

Dialogue across the Maritime Ecosystem

Also on Wednesday, the Consulate General of India Hamburg and the Indian Ministry of Ports, Shipping & Waterways will be hosting a Business Roundtable. The exclusive by-invitation forum will bring together Indian ministers and dignitaries as well as European and Indian stakeholders in the maritime ecosystem.

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«I see myself as a bridge between technology, business, and strategy»



Photo: CIMAC

In May, Dr Petar Pelemis took over the role as Vice President Decarbonization on the CIMAC Board from Daniel Chatterjee. As decarbonisation is certainly one of the key topics at SMM, we spoke with Dr Pelemis prior to the event about his motivation, ideas and goals in his new position.

Dr Pelemis, what motivated you to take on the role of Vice President Decarbonization at CIMAC?

Decarbonisation is one of the defining challenges facing our industry, and for me, CIMAC is exactly the place where technical expertise, industrial experience, and international collaboration come together. What particularly appeals to me is the opportunity not only to discuss transformation, but actively to shape it across company boundaries. I see myself as a bridge between technology, business, and strategy. This connection is essential if technological options are to become practical, reliable solutions for real-world applications.

CIMAC has been working on greenhouse gas topics for several years. How do you assess the progress made so far?

CIMAC's achievements in the field of greenhouse gases have been substantial. Over the past several years, the organisation has built a strong foundation through technical expertise and sustained collaboration across the industry. With the establishment of the Greenhouse Gas Strategy Group at the end of 2018, CIMAC created a structure that strategically coordinates these topics and brings together technical work across the organisation.

› ABOUT

Since joining Rolls-Royce in 2012, Dr Petar Pelemis has held a number of senior leadership roles spanning technology, product management, and corporate strategy. Following his tenure as Chief Technology Officer for the stationary business from 2021 to 2024, where he was responsible for research and development, he was appointed Senior Vice President for Corporate Strategy, M&A, and Product Management in 2024. Before joining Rolls-Royce, Dr Pelemis worked at MAN Energy Solutions (now Everllence) in product management and corporate strategy roles.

This has been complemented by a series of position papers and white papers covering zero-carbon fuels, fuel pathways, technology readiness levels, and well-to-wake assessments.

In my view, these have been major steps forward. CIMAC has helped broaden the knowledge base and foster a shared understanding among stakeholders, creating a more structured dialogue across industry and regulatory bodies. This is particularly important because progress often slows when different stakeholders operate with different terminology, assumptions, and reference points. Beyond the technical work itself, CIMAC has established itself as a respected and trusted voice in the global decarbonisation debate. That role will become even more important as the industry navigates increasingly complex technology, fuel, and regulatory choices in the years ahead.

What needs to happen next?

Without cleaner fuels, the long-term climate goals for shipping cannot be achieved. We need a transitional strategy that fosters the development of new fuels, including biofuels, and we must make more consistent use of efficiency improvements, digitalisation, and system optimisation. In the long term, hydrogen-based fuels such as ammonia and methanol will play a key role.

For CIMAC, this means continuing to provide guidance, enabling meaningful technology comparisons, and perhaps placing even greater emphasis on practical implementation. The industry needs not only visions of the future, but also robust answers to the question of what actually works under real operating conditions. That is precisely why collaboration within CIMAC is so important.

Regulation is evolving rapidly, particularly at the IMO. What are your expectations for upcoming decisions?

The discussion around the global Net-Zero Framework (NZF) is of enormous importance for our industry because it directly affects security of investment. Companies need reliable, long-term framework conditions, especially in a sector where innovation cycles are exceptionally long. A ship typically remains in service for 20 to 30 years. The current situation at the IMO illustrates just how complex these issues are. While the NZF was approved in principle at MEPC 83 in April 2025, its formal adoption was postponed in October 2025, and discussions continued throughout 2026 in search of consensus. This highlights the far-reaching implications of these

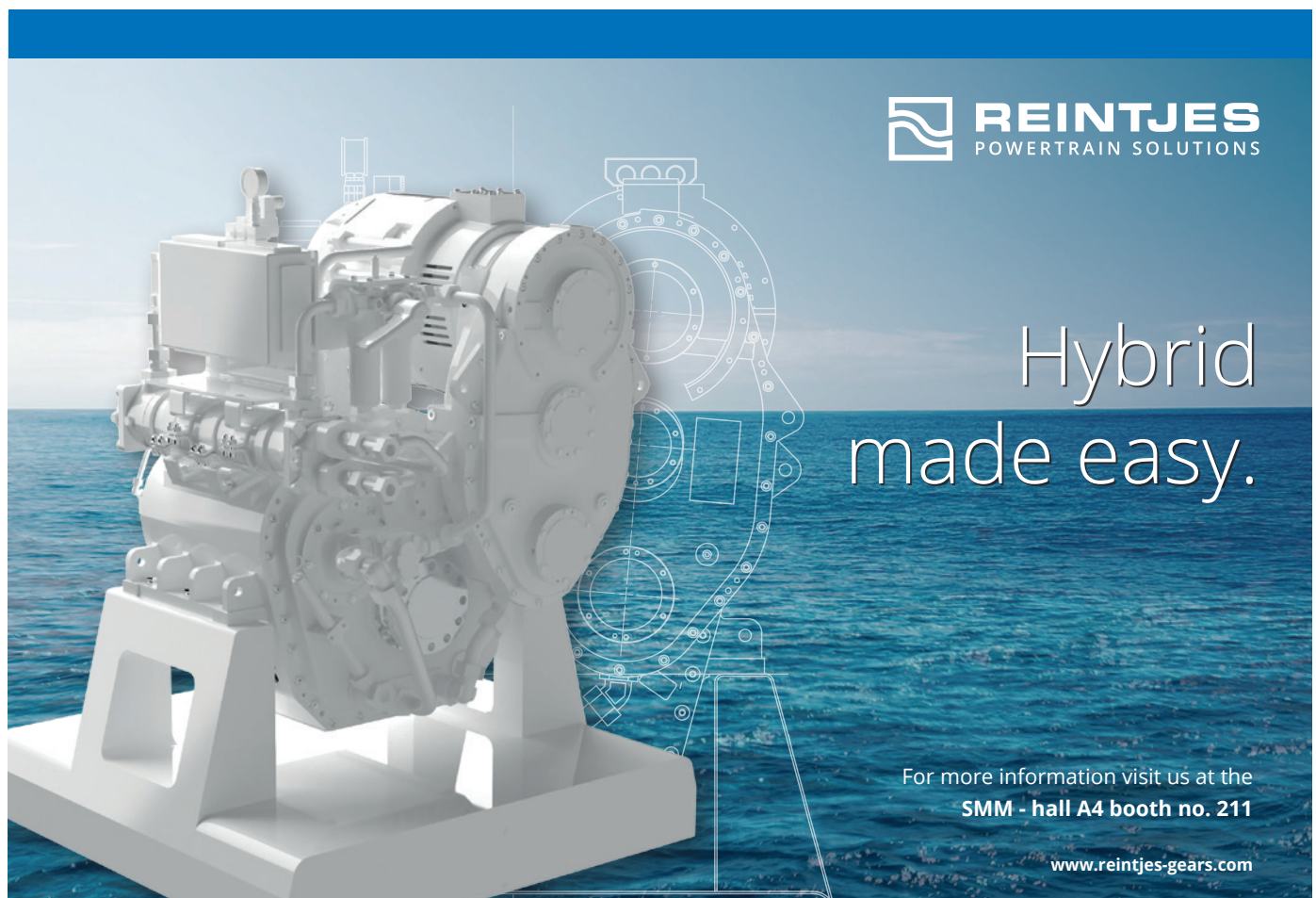
decisions for manufacturers, operators, and the entire maritime value chain. In my view, the key challenge is now to combine ambitious climate goals with pathways that are both technically realistic and economically viable. CIMAC can play an important role as a neutral and technically sound voice in that process.

Looking ahead to 2040, what would make you feel that shipping has made real progress towards decarbonisation?

I would know we are on the right path when we are no longer talking about individual hopes, pilot projects, or isolated successes, but about scaled solutions. Success means having a framework in place that combines ambitious regulation with technological feasibility, fuel availability, and long-term planning certainty for investments and returns.

By 2040, I would expect to see a broad portfolio of technologies and fuels operating in parallel, supported by clear regulatory frameworks and market conditions that genuinely enable investment in new projects. There will not be one single perfect answer to decarbonisation. Progress will depend on our ability to balance climate ambitions with technical realities and economic viability. If we can bring together technological innovation, fuel availability, regulatory clarity, and long-term investment confidence, then I am convinced that shipping will have established a credible and sustainable pathway towards net-zero.

CIMAC at SMM: Hall A1 / Stand 520



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SMM - hall A4 booth no. 211

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Lankhorst reduces recoil risk during mooring with introduction of Lankoline 3XR

Mooring safety through innovation is the theme of Lankhorst Ropes' booth at SMM, where Lankoline 3XR, the first Lankhorst mooring line to have reduced recoil built-in, will be introduced.

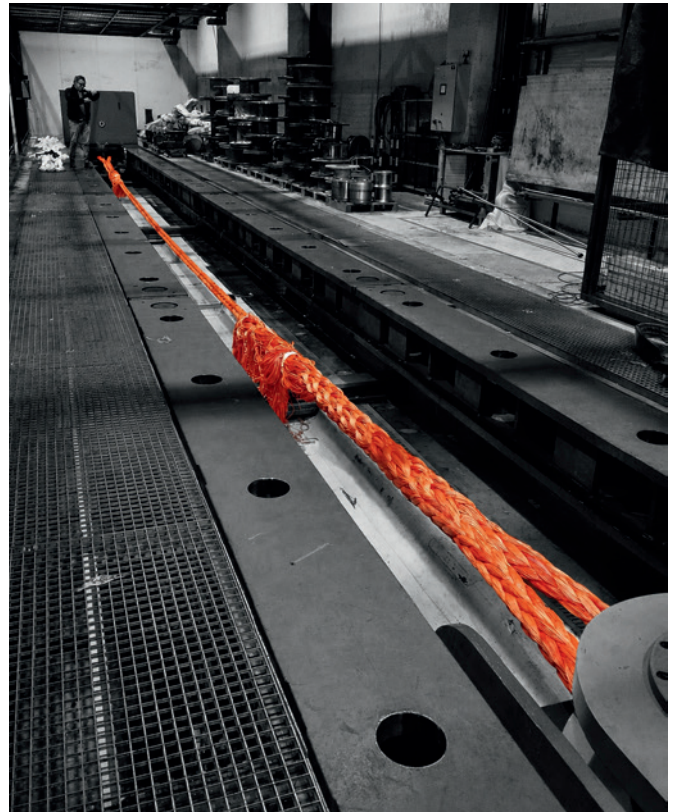
While developments in mooring best practice have increased safety, exceptional tidal conditions and unforeseen vessel movement can still place excessive loads on mooring lines, placing crews at risk. To reduce the risk from recoil, Lankoline 3XR's specially designed strength member catches the overloaded part of the rope, protecting the crew and allowing them to respond.

Lankhorst will present Lankoline 3XR on the second day of SMM, Wednesday 2nd September, on the Exhibitor Innovation Stage in Hall B5, 16:15-16:25. In 'Lankoline 3XR: reducing the risk of recoil for more safety', Christophe Limouzin, Product Area Manager – Europe, will discuss how Lankoline 3XR's unaltered rope construction delivers all the existing benefits of an HMPE rope whilst greatly enhancing mooring safety.

Made of 100% HMPE, Lankoline 3XR has been developed to enhance the safety of mooring operations by reducing the risk of recoil occurring, minimising the risk of injury to crew in the event that the rope's minimum breaking load is exceeded.

Should Lankoline 3XR reach or exceed its minimum breaking load, the rope's strength member will catch the broken portion of the rope – reducing the overall energy stored from 100 to below 20%. This significantly reduces the risk of the rope recoiling as well as providing the crew with the opportunity to respond and ensure the safety of themselves, their vessel and other vessels in the area.

"Lankoline 3XR is a step change in reducing the risk from recoil while mooring. Without altering the construction, diameter or everyday performance properties of our Lankoline rope, Lankhorst's engineers have been able to drastically improve the safety of crews. Lankoline 3XR's strength member enables 80% of the energy stored in the rope to dissipate safely while providing crews



Lankoline 3XR is the company's first mooring line to have reduced recoil built in
Photo: Lankhorst Ropes

with the time to remove themselves from the parts of the deck at risk and take action," explained Marcel van der Molen, Sales Director, Lankhorst.

Lankhorst Ropes at SMM:
Hall A1 / Stand 108

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Lightweight coupling cuts drivetrain noise and vibration

Austria's Geislinger will introduce the SILENCO® Neo at SMM 2026. Developed for demanding drivetrain applications, the ultra-lightweight coupling is designed to reduce stiffness and mass while supporting precise eigenfrequency tuning and improved overall system performance.

As a dedicated NVH coupling and marine NVH solution, SILENCO® Neo helps reduce structure-borne sound transfer between the engine and connected drivetrain components. Its optimised dynamic stiffness characteristics support engine vibration isolation, improved transmission loss and reduced engine foundation vibration, contributing to lower noise and vibration levels throughout the drivetrain. SILENCO® Neo incorporates advanced carbon fibre composite engineering to deliver a robust solution



Visitors can see SILENCO® Neo at SMM 2026 and learn more during Geislinger's technical presentation

Photo: Geislinger

for demanding drivetrain requirements. By significantly reducing the weight of the SILENCO® coupling, Geislinger has not only created the most lightweight NVH coupling on the marine market but also demonstrates that superior noise reduction and weight-saving design can go hand-in-hand. The coupling supports simplified assembly and faster installation while offering high misalignment capability, low reaction forces and electrical insulation capability. This makes SILENCO® Neo particularly well-suited for demanding marine applications such as superyachts, naval vessels, research vessels and ultra-lightweight passenger transport vessels.

Geislinger at SMM:

Hall A3 / Stand 107

Hall A4 Outdoor Area / Stand 08

Shipbuilding expertise meets modern dock capacity

West Sea Viana Shipyard is one of Portugal's leading shipyards, combining over 80 years of shipbuilding, conversion and ship repair expertise with a strategic location close to major international ports.

Its infrastructure includes a maximum lifting capacity of 180 tonnes and three docks:

- › Dock No.1 – 200m x 30m, with 2 x 100 t, 2 x 50 t, and 2 x 15 t cranes;
- › Dock No.2 – 127m x 18m, with 2 x 50 t and 1 x 10 t cranes;
- › Dock No.3 – 220m x 45m, prepared for vessels up to 8.5m draught.

Additional facilities include a 140m x 30m Construction Platform, and an Outfitting Quay with two 190m berths plus one 300m Pier.

West Sea is certified by Bureau Veritas under ISO 9001, ISO 14001 and ISO 45001.

Notable shipbuilding projects include work on the polar ships *World Explorer*, *World Voyager*, *World Navigator* and several vessels for the Portuguese Navy.

The shipyard is currently building six military vessels, two river ships and one cruise vessel for Japan.

West Sea at SMM: Hall B3 / Stand 207

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Source: OceanWings

The *Maria Topic* retrofitting project will be presented at SMM

Maria Topic retrofit puts rigid wingsails to work

Wind-assisted propulsion is expected to remain high on the agenda as shipowners seek practical solutions to reduce fuel costs and greenhouse gas emissions at SMM. France's OceanWings will use the event to share insights from one of its most significant recent projects: the retrofit of the Ultramax bulk carrier *Maria Topic*.

OceanWings will present the *Maria Topic* retrofit at 11:30 on Wednesday, September 2nd, at the Exhibitor Innovation Stage in Hall B5. The presentation will share lessons learned from the engineering, installation and commissioning of the first ultramax bulk carrier fitted with its rigid wingsail technology, and offer delegates a practical perspective on integrating wind-assisted propulsion into existing commercial vessels, in addition to the operational experience gained from bringing a large-scale retrofit into service.

OceanWings will also contribute to discussions through the WHISPER project, participating in Spotlight Sessions at the Lloyd's Register stand examining the role of wind propulsion in maritime decarbonisation.

Throughout the exhibition, OceanWings' team will meet with shipowners, naval architects, shipyards and classification societies to discuss how wind-assisted propulsion is evolving from demonstration projects towards wider commercial deployment across the global fleet.

OceanWings at SMM:
Hall A4 / Stand 324

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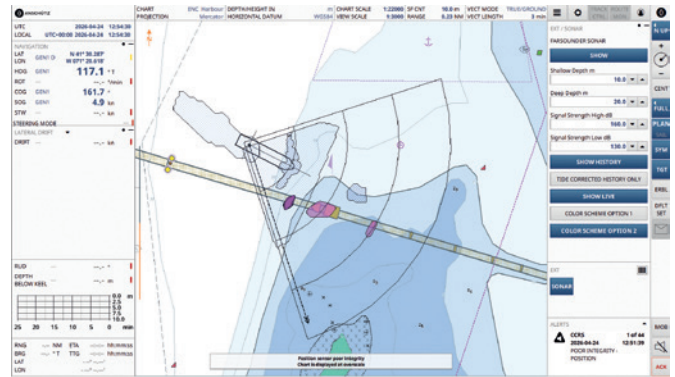
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A new generation of navigation systems for safer bridge operations

Anschütz will use SMM 2026 in Hamburg to showcase a new generation of navigation systems designed to sustainably strengthen situational awareness, resilience and efficiency on the bridge, even in demanding operational conditions.

A key highlight is the latest SYNAPSIS NX software release, which represents the next step in expanding the capabilities of the Anschütz integrated navigation system. Based on real operational requirements, the update sharpens situational awareness, optimises workflows and eases the workload on the bridge, helping crews make clearer, faster and safer decisions in daily operation. The release introduces a set of targeted functional enhancements. Generic Overlay, for example, enables seamless integration of external sensor data directly into ECDIS NX. This creates a unified operational picture on a single display, without media discontinuities between different systems.

Beyond the current software release, Anschütz will also provide an outlook on the next generation of maritime navigation at SMM. Anschütz will showcase its first Collision Avoidance Assistance System (CAS), a 'virtual officer of the watch' that marks the move



Generic Overlay enables seamless integration of external sensor data into ECDIS NX

Source: Anschütz

from assistance towards intelligent, rule-based decision support. Anschütz will also introduce a new maintenance-free gyrocompass, based on the well-proven Coriolis vibratory gyro technology.

Anschütz at SMM: Hall B6 / Stand 304

Putting people first in maritime safety

At SMM 2026, VIKING Life-Saving Equipment presents its customer-focused approach to maritime safety under the principle "Safety Your Way."

The stand combines products, services and digital offerings from across its portfolio. A dedicated marine fire service area highlights VIKING's ability to maintain fire safety systems from multiple OEMs, providing operators with a single global service partner. A full-size lifeboat section showcases its multi-brand expertise

and complete service lifecycle, from inspection and maintenance to certification. The stand's centrepiece is the HydroPen Reefer, a new container firefighting system designed for refrigerated containers. Its external drill-and-spray technology enables targeted fire suppression while protecting crew, cargo and vessels. VIKING will also present new marine evacuation systems for cruise ships and ferries, as well as additions to its PPE range.

VIKING at SMM: Hall B1 / Stand 514

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Extreme torques, maximum loads, harsh environments – in sectors such as ports, shipping, and wind power, as well as in general industry, reliable and high-performance safety brakes are in demand.

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Visit us at SMM: Hall A4, Booth 326 and at WindEnergy: Hall B5, Booth 425

Engine data drives smarter maintenance decisions

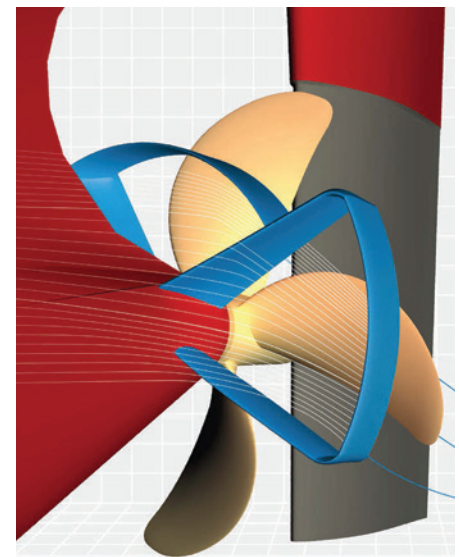
At SMM 2026, Chris-Marine will present Engine Insights, which transforms onboard cylinder measurement data into standardised digital reports. The system provides ship operators with a clear overview of engine condition and wear development over time.



Engine Insights turns onboard cylinder measurement data into clear digital reports on engine condition and wear Photo: Chris-Marine

As operators face growing pressure to reduce fuel consumption, lower emissions and maximise engine availability, reliable condition data is essential for making informed maintenance decisions. Without this data, components may be serviced too early, too late or without a clear understanding of their actual condition. Engine Insights enables technical teams to identify trends, compare historical data and make maintenance decisions with greater confidence. It does not replace existing measurement routines but enhances their value by making the data easier to interpret, share and use across the organisation. The result is improved maintenance planning, greater operational awareness and a stronger basis for optimising engine performance throughout a vessel's lifecycle.

Chris-Marine at SMM:
Hall A3 / Stand 402



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- Holistic design



Booth-No. A3.308

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Sensor keeps cylinder pressure under control

At SMM 2026, IMES is presenting the TCS-01CA®-PMI two-stroke combustion sensor for continuous cylinder pressure measurement on electronically controlled two-stroke diesel and dual-fuel engines.

Designed for 24/7 operation, the sensor can replace the standard pressure sensor in PMI auto-tuning systems. Its pin-compatible connector and plug-and-play design support straightforward installation. A specially designed adaptor between the cylinder cover and indicator cock reduces the build-up of combustion deposits on the sensor membrane. The sensor's closed face reduces the risk of sooting during long-term operation. It provides cylinder pressure measurements with an accuracy of less than 1% of full scale and is designed for continuous operation for three years without recalibration.

The TCS-01CA®-PMI has received marine type approval from Bureau Veritas, ClassNK, DNV, Korean Register, Lloyd's Register and RINA.

IMES at SMM: Hall A2 / Stand 235



TCS-01CA®-PMI sensor installed on an Everllence ME two-stroke diesel engine

Marine Components International grows BSB fire damper business

As a global distributor for BSB Engineering Services' fire dampers and leaders in distribution of maritime products, Marine Components International (MCI) has seen an eight-fold increase in sales since SMM 2024 in what has been a challenging time for the maritime industry.

MCI has seen growth in countries such as Turkey, Italy, Thailand, Spain, The Netherlands, Denmark, Germany, Australia, Greece, with customers including shipyards, heating and ventilation companies and a growth in repeat purchases through the MCI distribution network. Since SMM 2024, MCI has supplied fire dampers to superyachts, river cruise boats, ferries, and

offshore support vessels with a 50/50 split on rebuild and refit work.

We asked Andrew Scott, managing director at MCI, what is the pull for customers towards BSB fire dampers, and he said, "BSB fire dampers are British made. For the consumer this fundamentally means high quality precision engineered products made by a skilled workforce." Aside from the quality and the product benefits, Scott pointed out one of the big draws towards BSB is their rapid delivery. "From order to shipment we offer an eight-to-15-day lead time. This is faster than their competitors due to production capacity and stock management and for our customers this means they can meet their project timelines should an unforeseen



The BSB A60 range carry all the major international certifications, including all the latest approvals: UK MER certification, MED certification, US Coast Guard (USGC) Safety Of Life At Sea (SOLAS) and Lloyd's Register assurance

Photo: MCI

last-minute request arise or without having to hold stock for prolonged periods of time."

MCI at SMM: Hall B5 / Stand 545

Regal Rexnord to showcase marine power transmission and ventilation systems

Regal Rexnord will present power transmission and ventilation systems for marine applications at SMM 2026. Its portfolio includes products from CENTA, Jaure, Stromag, Svendborg Brakes, Twiflex, Wichita Clutch and Nicotra Gebhardt for propulsion, auxiliary power, deck machinery, winching and ventilation systems.

3D displays of propulsion and winching systems will show how couplings, clutch-

es, brakes and turning, locking and braking systems can be combined in marine powertrain applications. The company will also present customised fans and air-handling systems for marine ventilation.

The exhibits will include CENTALINK, CENTADISC and Jaure LAMIDISC coupling technologies for torsional drive-train applications. These technologies address torsional vibration, relia-

bility and performance requirements in propulsion and auxiliary systems operating under harsh conditions and extreme loads.

Regal Rexnord's marine portfolio is supported by more than 100 years of experience across its brands and certifications from leading marine societies.

Regal Rexnord at SMM:
Hall A3 / Stand 310

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Network protection and control systems for the shipbuilding industry are the DNA of stuckeGROUP. With an installed base of more than 40,000 systems, the company has grown into a market leading position in which most medium-voltage switchboards in the commercial newbuilding market from South-Korea feature its products.

Based on year-long experience and knowledge, all stucke products perfectly match the requirements of the maritime industry. Customers benefit from quality Made in Germany, sophisticated products and worldwide service. In times of increasing geopolitical unrest, cyber security becomes more and more important. stuckeGROUP is most likely the first provider to be certified according to the latest cyber security standards by six leading classification societies: ABS, DNV, Bureau



The SYMAP® series is cyber secure type approved according to IEC standards, making a reliable contribution to increasing maritime safety

Source: stuckeGROUP

Veritas, Lloyd's Register, Korean Register and China Classification Society.

The SYMAP® series is cyber secure type approved according to IEC standards, thus making a reliable contribution to increasing maritime safety.

stuckeGROUP's answer to sustainability, life-cycle and obsolescence management are quality products, reliability, service including spare parts and repairs, upgrades and efficient retrofit solutions, even for products such as the SYNPOL®D, launched in 1994.

With SYMAP®ARC the company offers an arc protection system for medium- and low-voltage switchboards with extremely short tripping time – meeting the needs to protect vessels and people against the risks of arc flashes, fires and complete failure of all systems on board.

stuckeGROUP at SMM:
Hall B6 / Stand 430

Silverstream notches up 164 installations

London-based air lubrication pioneer, Silverstream Technologies, now has its air lubrication systems in operation on more than 160 ships of various types. Its micro-bubble system across a ship's hull generates fuel savings in the 5-10% range and is now installed on container ships, RoRo and RoPax vessels, LNG carriers and pure car and truck carriers (PCTC).

Two recent ship deliveries have now taken the company's tally to 164 vessels. The

Grimaldi Group, which has the Silverstream system installed on a number of its vessels, took delivery of the latest Silverstream-installed ship, the 9,000-CEU PCTC *Grande Oriente*, in June. This was followed in July by another PCTC, the 9,300-CEU *Arctic Tern*, a Wallenius Wilhelmsen vessel.

Noah Silberschmidt, founder and CEO of the company, said: "Reaching more than 160 vessels on the water is a significant achievement and I am grateful to our cus-

tomers, colleagues and partners who have played a huge role in this success. Shipowners increasingly look for solutions that can provide a hedge against rising fuel costs by reducing fuel consumption and emissions immediately. The growth of our installed fleet shows that air lubrication is a trusted and proven part of future-proofing strategies."

Silverstream Technologies at SMM:
Hall A3 / Stand 314



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Photo: Rudder Marine Services & Ship Repairs

Rudder Marine Services & Ship Repairs supports vessels in Spanish ports with emergency repairs, mechanical work and underwater operations

Technical support across Spanish ports

Rudder Marine Services & Ship Repairs provides ship repair, technical services and logistical support for vessels calling at Spanish ports, with a focus on quality, efficiency and safety.

Its 24-hour emergency repair service enables experienced teams to respond quickly to urgent issues, helping minimise downtime and return vessels to safe operation. The company's capabilities cover steel and

pipe work, mechanical repairs, anchors and chains, hydraulics, electrical systems and automation, insulation, tank cleaning and painting.

Additional services include cargo and lashing tests, calibration, underwater operations and at-sea repairs. This broad range of expertise allows Rudder Marine Services & Ship Repairs to support shipowners, operators and managers with varied technical requirements throughout the vessel's lifecycle.

The company works with clients to assess the needs of each vessel and provide practical support tailored to the operational situation. At SMM Hamburg 2026, Rudder Marine Services & Ship Repairs will present its services and discuss technical support for vessels and maritime operations across Spanish ports.

Rudder Marine Services & Ship Repairs
at SMM: Hall B3 / Stand 204



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1 - 4 SEPT 2026

HALL A4 | BOOTH 305



MAK



Smarter deck equipment reshapes cargo operations

MacGregor will present advanced deck and cargo equipment backed by global life-cycle support. The portfolio is aimed at shipowners looking to invest in electric equipment, optimise hydraulic systems or modernise existing fleets through retrofits and maintenance. The range includes electric and hydraulic cargo cranes designed to reduce energy consumption and environmental impact, supported by ROC-M remote access.

MacGregor will also showcase deck machinery, including winches and windlasses, as well as brake test kits for safety and compliance. The class-approved Balanced Lashing System enables container ships to safely carry up to 10% more cargo on deck. In combination with the Hippo Fully Automatic Twistlock, it helps eliminate manual risks and reduce port turnaround times. For cruise ships, naval vessels and megayachts, MacGregor provides customised load-handling systems, tailor-made equipment and dedicated lifetime services. GravityVibe™ technology supports the unloading of sticky or difficult bulk materials. MacGregor is also presenting its work on autonomous cranes. Level 3 Highly Automated Cranes use lidar for automated cargo scanning



MacGregor will present advanced deck and cargo equipment at SMM

Photo: MacGregor

and machine-learning Auto-Grip technology. Operations can be supervised from a remote bridge desk. The Carbon Calculator enables shipowners to calculate the emission-reduction potential and return on investment of container vessel up-

grades. Global lifecycle support includes spare parts, modernisations, retrofits and customised service agreements.

MacGregor at SMM:
Hall A1 / Stand 330

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Safety brakes extend protection in demanding marine applications



Applications involving extreme torques call for reliable and high-performance safety brakes. This is especially true when the environment presents additional challenges, such as in harbours or on the open sea.

Source: mayr

At SMM 2026, mayr power transmission will present new models in the ROBA-stop® S and ROBA-stop M® series,

extending its safety brake portfolio to braking torques above 1,000 Newton metres (Nm) for maritime applications.

The new ROBA-stop M® 2000 is designed for harbour and construction cranes, hoists and overhead travelling cranes. It achieves a braking torque of 3,500 Nm in the holding brake version and up to 2,500 Nm as a dynamic brake. It is available in protection ratings IP54 and IP66. For applications involving seawater – such as harbour crane installations and deck winches – the ROBA-stop® S offers protection rating IP67 combined with high-performance corrosion protection. The new size 11 delivers up to 1,200 Nm dynamic braking torque. Both series are designed for easy installation and long maintenance intervals. On the ROBA-stop® S size 11, the rotor is accessible from the rear of the brake even when installed, simplifying maintenance under demanding conditions.

mayr at SMM:
Hall A4 / Stand 326

Maritime automation meets smart maintenance

Maritime automation is the focus of Bachmann electronic's presentation at SMM 2026.

The company will showcase the new "openBridge for atvise" template, which integrates open-source openBridge web components into the atvise® visualisation platform. The template supports standards-compliant and individually tailored maritime applications, including ship bridges. Bachmann will also present the third generation of its MX200 processor modules, equipped with Intel industrial CPUs, the VxWorks 7 real-time operating system and an integrated TPM 2.0 chip. The portfolio further includes the CPS100 CPU family and the PPC1200 panel PC. For condition monitoring, Bachmann will show a scalable smart maintenance system based on the AIC206 and AIC214 modules and the CMSPLC

application platform. The M100 and M200 control platforms provide the basis for automation systems for low-emission and autonomous shipping, supporting

communication protocols including MTP, DDS and openBridge.

Bachmann at SMM: Hall B6 / Stand 307



From new M100 Series processor modules to recently released PPC1200 panel PC and third generation of MX200 processor modules, Bachmann electronic is introducing a wide range of hardware innovations

Source: Bachmann electronic

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